

latitude **38**

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 33 MARCH 1980

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Moore 24

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The Moore 24 now has
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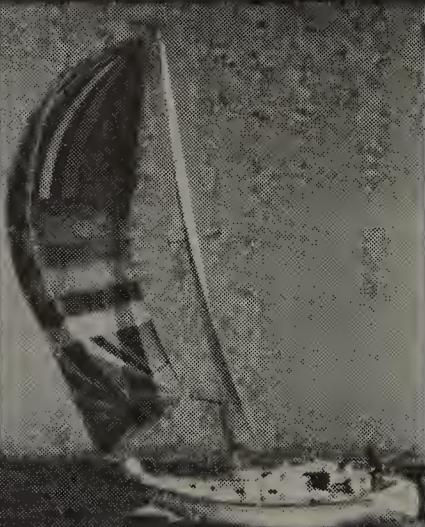
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IN SAUSALITO



San Juan 28



Tartan 37



Tartan 33



Tartan 10 — a
grand bay area
one-design!

GLENN MILLER'S BAND

Glenn Miller is a quiet guy and he is very personable. He has an Ericson 27, **Orange Sunshine**, which he keeps in the Ballena Bay harbor, and which he sails regularly. We had met Glenn through some of his friends, but didn't really know him very well. He never makes it apparent that he is around.

Glenn and his friends got into racing, and they would crew for one another. They decided to get a boat together and sell their existing boats. Glenn placed an ad, but didn't get much response.

The ad was very factual and to the point, but never mentioned that Glenn had won the Y.R.A. season championship hands down, nor that he had won the Regional Championship, the Midwinters, and that his boat is unbelievably fast. Glenn Miller does not blow his own horn.

He had not often told of his conquests, even though we see him often.

Since Glenn won't tell anybody that he is quite a winner, and since he won't write it in his ad ("Do you really think that it makes any difference?"), we thought we'd let you know about his superb performance and that he is selling the championship boat.

It's a good buy: You couldn't get a faster Ericson 27 than **Orange Sunshine**, and Pineapple Sails are included in the bargain.

We would like to thank Glenn for being a loyal client. His small band is a pleasure to work with. The records they have made are music to our ears.



★ ORANGE SUNSHINE winning the Championship.



415/444-4321

★ Powered by Pineapples

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and Atlantis Foul Weather Gear

Richards and van Heeckeren

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Make a quick getaway with Flicka.

You don't have to wait any longer

With Flicka you can finally afford to make your getaway now in a true cruising yacht built to sail any sea in the world. Pacific Seacraft's economical Flicka is literally in a class by herself, with no other boat in her size offering the quality and features she has. She's heavily built, trailerable, and the perfect choice for the serious cruiser.

Pacific Seacraft offers so many ways to own a Flicka that one of them is bound to be just right for you. Whether you're looking for a cruiser that's ready to sailaway or you're the ambitious craftsman who'd like to build his own Flicka, you can find both at Pacific Seacraft, as well as others in various stages of completion.

The Cost of a Dream

If you ever thought that a blue water cruising yacht was out of your price range, it's time to think again. With Flicka you don't have to spend your life dreaming of cruising, you can get away now.



Flicka
LOA
LOD
WL
Beam
Draft

24' 0"
20' 0"
18' 2"
8' 0"
3' 3"

Pacific Seacraft
Corporation

"Building our future with quality."

3301 So. Susan St., Santa Ana, CA 92704 (714) 751-1343

A cruising boat that's fast

Flicka has a Marconi rig. This simple rig carries more canvas than most boats in this size range because of the extremely stable hull design,



Flicka brings astounding speed to a cruising sailboat. (You won't believe this until you sail her.)

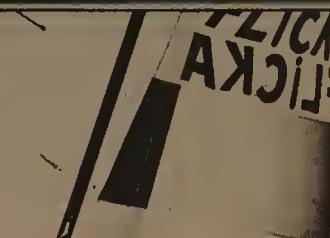
and results in performance that means quick passages.



Below deck Flicka is remarkably spacious and comfortable. She's designed to carry $\frac{1}{4}$ of a ton of cruising stores and personal gear.

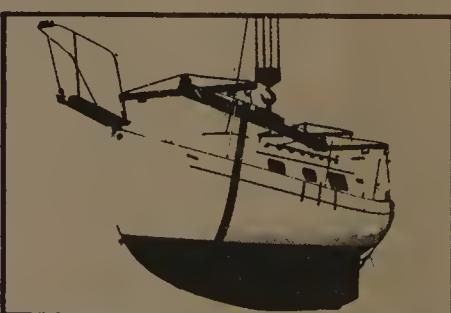
Living space you won't believe

You might expect a boat of this size to be cramped inside. Not so. With an 8' beam and a full 6' headroom, Flicka has more accommodation space than boats 30% larger. Forward is a big double V-berth. To starboard is a comfortable settee that doubles as a bunk. On the port side is counter space to house a complete galley. There's plenty of room for work areas, ice box, sink, storage, and a 2 burner stove. Aft of the galley is a comfortable quarter berth. And aft on the starboard side is a large hanging locker.



Built to sail the seas

Flicka is designed with all the quality and safety features traditionally built into every Pacific Seacraft model. Her hull is hand laminated to specifications that exceed many 30 footers. Her spars and rigging are oversize and constructed to take the strains and stresses of true offshore cruising. The deck is a one-piece molding with a plywood core for side decks and foredeck. End grain balsa is used for the cabin roof core. Deck to hull connection is made with a double-sealed flange, polyurethane bedded and through-bolted through an extruded, anodized, aluminum toe rail with $\frac{1}{4}$ " 18-8 stainless steel bolts. All these features and others result in a boat of tremendous strength, built to take you safely across any sea.



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MARINE PROTECT	6.75, you get \$1.75



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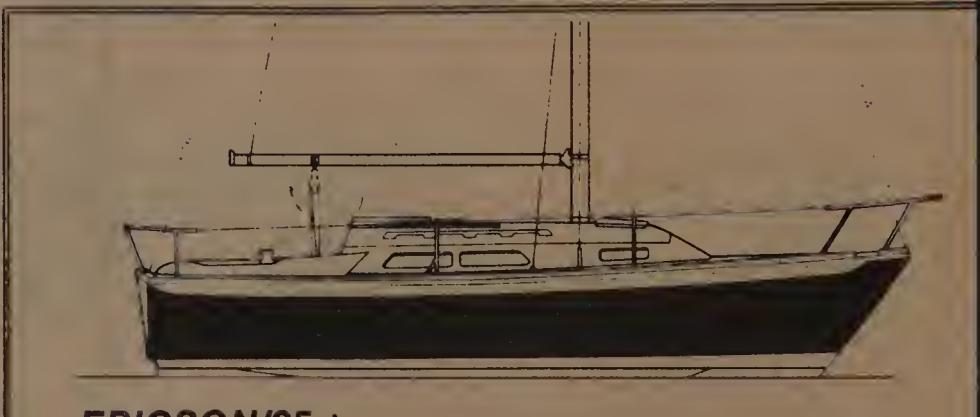
Probably the most durable, seaworthy dinghies made today — used by the French Navy, Merchant Marine, etc. We have 5 only, so act fast: AX3, reg. \$920.00 now \$782.00; AX2, reg. \$875.00, now \$744.00. Both are 4 man, about 9-ft. long.

TAKE A LOOK . . .

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Ericson

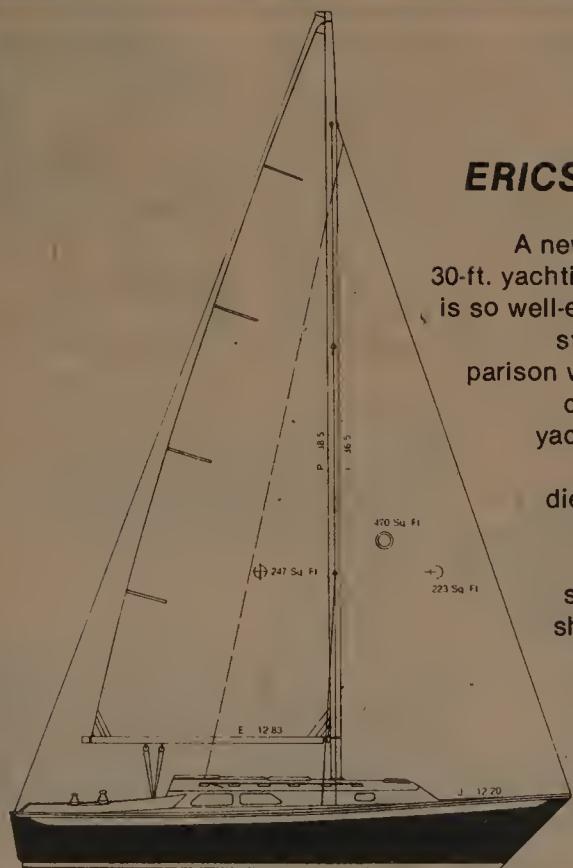
An 
Ericson
is
for ever.



ERICSON/25 + No other 25-footer offers more. In fact, few 30-footers can match her on a feature-for-feature basis. If you are searching for an economical family cruiser, you owe it to yourself to carefully compare her against all comers.

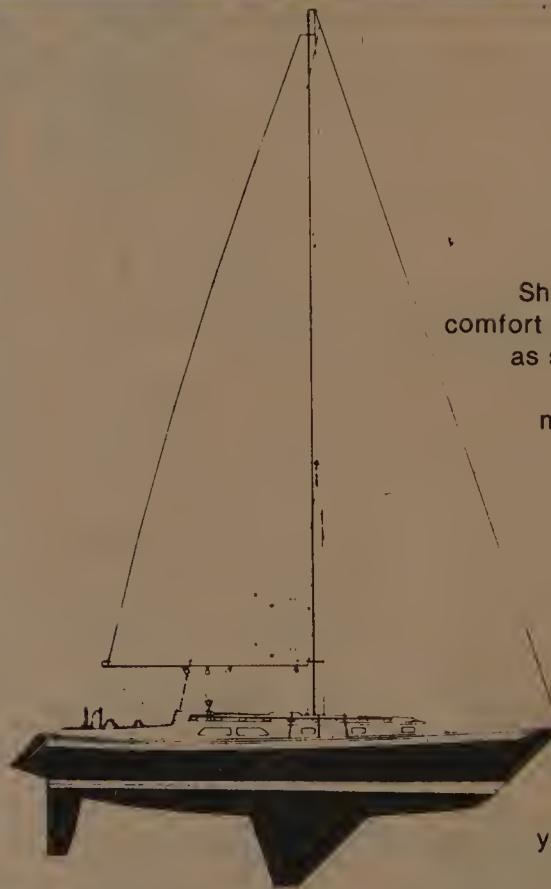
ERICSON/30 +

A new standard in 30-ft. yachting. This boat is so well-equipped, she stands in comparison with the most costly custom yachts. With her two cylinder diesel auxiliary, & choice of deep or shallow keels, she's ready for your kind of sailing — whether it's racing or cruising, gunkholing or bluewater.



ERICSON/38

She offers qualities of comfort that the rich accept as standard. Accommodations include a media entertainment center with a fire place, a two place game table, enclosed shower with sauna. We could go on, but we'll save enough surprises so your first visit aboard is one you will never forget.



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latitude
38

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'the northern California sailing sheet'

BROKERAGE

20' Cal, '64.....	\$ 4,250
21' Gulf Coast, '74 w/tlr.....	4,250
23' Ericson, '69 at Berkeley.....	6,125
23' Ericson, '69 at Ballena Bay.....	6,500
23' Ericson, '69 at Berkeley, loaded.....	6,500
23' 5270, '76, w/trailer, loaded.....	16,500
24' Islander Bahama.....	7,700
24' Neptune, '78.....	18,500
24' S27.3, '78 at Pittsburg, loaded.....	19,750
25' Ericson, '73, w/trailer, clean!.....	12,000
25' Ericson, '76, at Emeryville.....	16,500
25' Pacific Seacraft, '76 w/dsl., needs work..	16,500
25' Pacific Seacraft, '77, at Ballena Bay w/dsl., many extras.....	16,995
25' Lancer, '78, w/trailer.....	13,950
26' S2 8.0C, '78, w/dsl.....	28,500
27' Ericson, '72, w/wankel.....	21,000
27' Ericson, '72, w/atomic 4, clean! at Redwood City	22,950
27' Ericson, '74, w/Saab dsl. at Brickyard Cove	18,500 firm!
27' Ericson, '78, w/dsl., wheel at Redwood City....	28,000
27' Ericson, '78 w/dsl., wheel, clean!.....	28,500
27' Sun, '77 at Redwood City.....	23,000
28' Land N' Sea Craft, '72, House/Cruiser..	20,000
28' Pearson, '76, w/atomic 4.....	22,995
29' Ericson, '71, w/atomic 4 at Treasure Island....	24,000
30' Ericson, '69, w/atomic 4, loaded for cruising at Ballena Bay.....	29,150
30' Ericson MKII, '79, super clean.....	39,500
30' S29.2A, '79, w/dsl. at Embarcadero.....	43,950
30' S29.2A, '79, w/dsl., clean.....	44,000
30' S29.2C, '73, w/dsl.....	41,500
30' Lancer, '77.....	27,950
32' Ericson, '73, world cruiser.....	34,000
32' Westsail, '74.....	49,950
35' Ericson, '73.....	59,950
48' Maple Leaf, '76.....	175,000

Particulars are believed to be correct but are not guaranteed. Subject to price change, prior sale or withdrawal without notice.

NEW BOAT DEALERS FOR:

- ★ Ericson Yachts ★ S2 Yachts ★ Nor'West 33 ★
- ★ Pacific Seacraft ★ Caribe Perry 47' & 41' ★

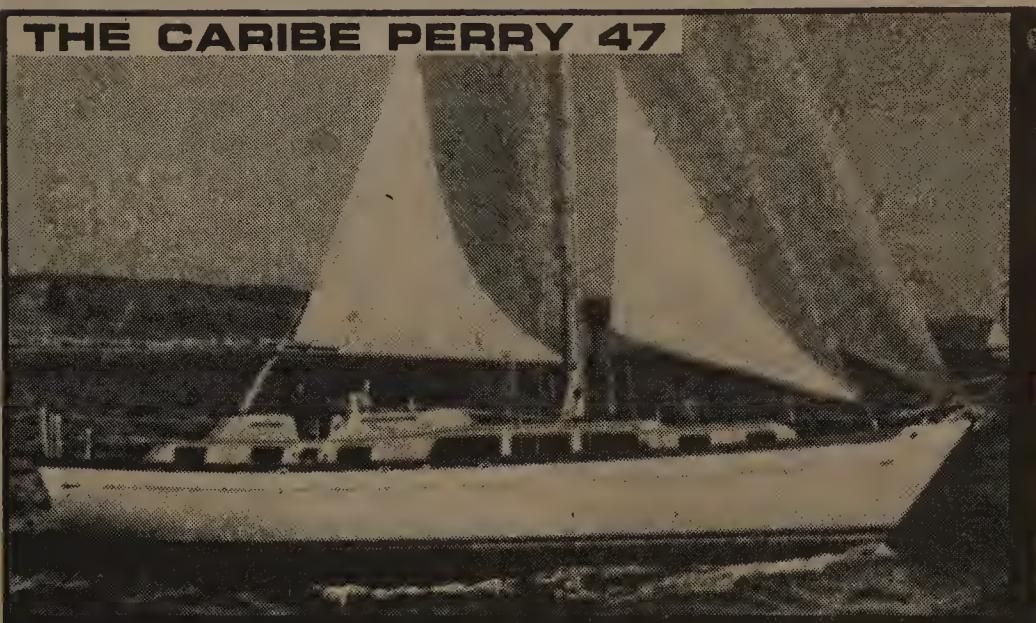
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the

Caribe Perry

47' & 41'

by Robert Perry



THE CARIBE PERRY 41

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They offer ideal displacement, quick response to the helm, directional stability provided by the placement and shape of the rudder/skeg combination and relatively high hull speed under power.

Above all the midship cockpit, aft cabin layout of the 47' and the tri-cabin arrangement of the 41' create a modern cruising yacht with all the performance and comfort required to insure long lived popularity with discriminating sailors.

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Dealers for: Ericson Yachts • S2 Yachts • Pacific Seacraft
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LETTERS

Here's my \$7.50. I can't wait to receive my first issue. While I was reading through the January issue, I saw Jan Pherson's letter about her experience with lightning. I whipped out my copy of NFPA 78, the Lightning Protection Code (on the shelf next to the cookbooks) and found that those in the know about lightning feel that a one square foot metal surface that is normally submerged is a sufficient ground connection for lightning protection. Further, propellers or metal Rudders may be used for this purpose, and a ground plate as required by the FCC for radio transmitters is considered adequate. The conductor is used to tie the mast to the grounding means should be at least 8 AWG wire. Any large interior metallic masses within 6 feet of the lightning conductor at any point should be interconnected with the lightning system to minimize sparking to them from the lightning conductor as all those volts are being dissipated at the grounding plate. This means that your engine, and your water and gas tanks should be grounded, for example. Ground the engine block directly to the plate. Protect your transmitters with lightning arresters.

If you are thinking about doing this, get the full story from the National Fire Protection Association (NFPA), 470 Atlantic Avenue, Boston, Mass. 02210, by obtaining a copy of NFPA 78, the Lightning Protection Code. Incidentally, the bay has less than five lightning days a year, so don't lose sleep about all this. Lightning protection will only help if you can find lightning willing to hit you.

That spinnaker on page 29 is upside down. What do I win? An all-expense paid trip to Alviso? OK, OK, I'll settle for a free subscription. Thanks, guys, you shouldn't have.

Happy trails,
Jeff Lind
Santa Cruz

Sorry I'm late but then so is your magazine. I didn't receive the November issue until January. This type of delivery service has been typical since I move to Hawaii and is quite frustrating as my friends and I look forward to receiving it. Isn't there something you can do for prompt delivery? Perhaps if I offered to distribute the magazines to the yacht clubs and chandleries here on Oahu, you could get my copy here sooner. From the response of my boating friends here with whom I share my copy, I know it would be well received. Anyway, here's \$7.50.

P.S. — No January issue yet.

Bob Palmer
Honolulu, HI

Bob — We're sorry too, but all we can do is give the copies to the Post Office and get down on our knees and pray towards Washington.

But wait, we can do more! We're sending a couple of bundles of Latitude 38's, starting in February, to Doug Vann who has the blue Bounty II in Ala Wai. Doug is going to be

OWN YOUR OWN CHARTER SAILBOAT!

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Call or Write for More Information.

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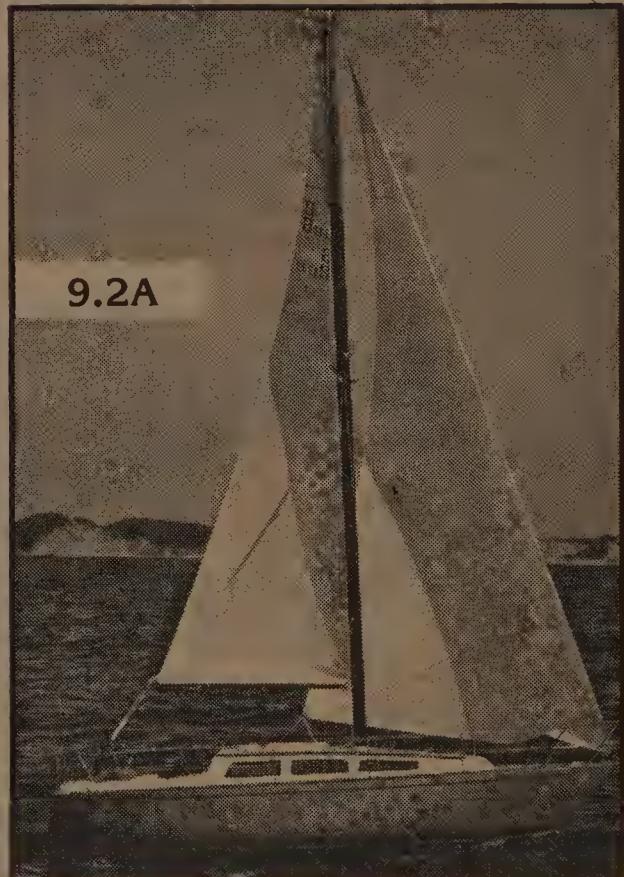
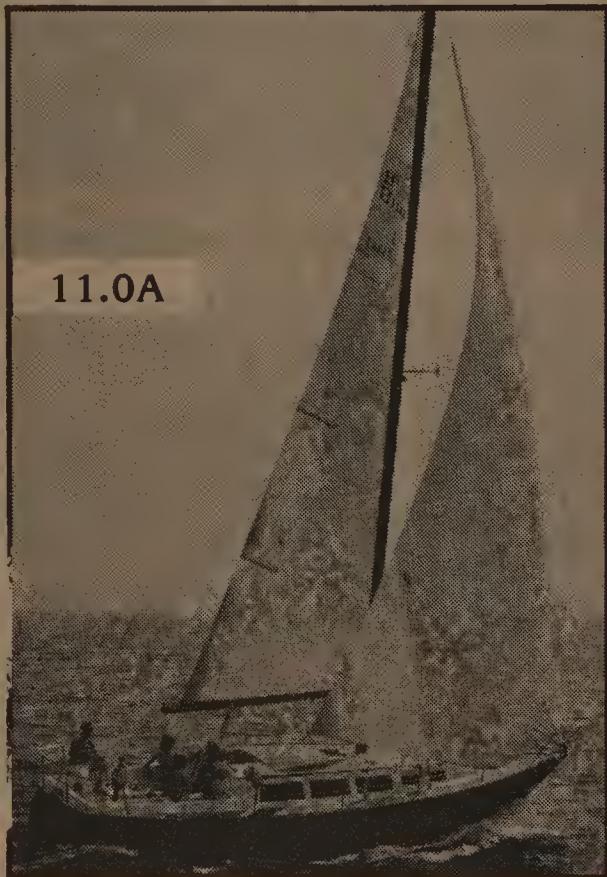
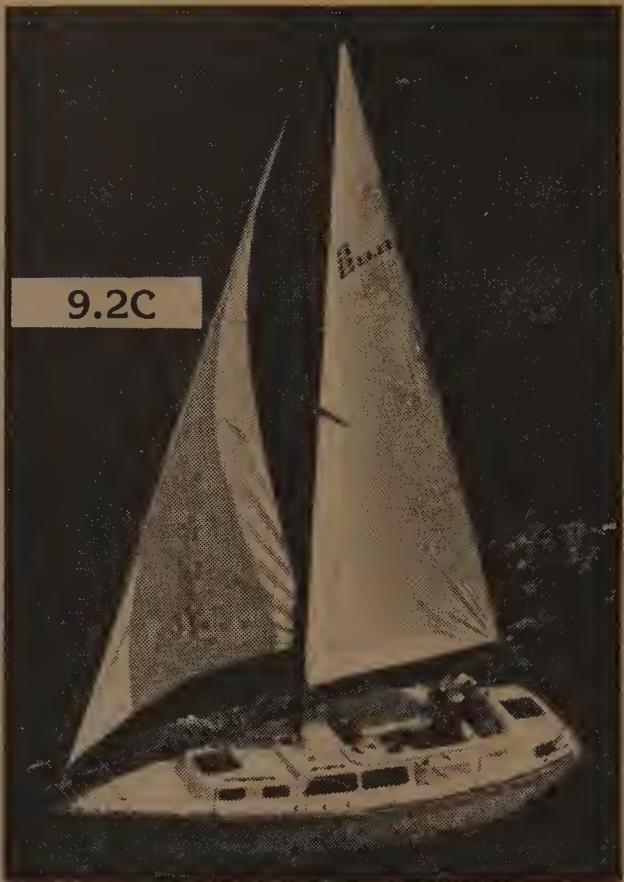
S2 YACHTS

The Best Boats Experience Can Buy.

S2 Yachts Incorporated is a young, vibrant, privately held company; just six years old but rooted in twenty-five years of marine experience. Manufacturing premier quality yachts, S2 is gaining international recognition for its contemporary hull designs that maintain traditional characteristics; its impeccable fiberglass work and furniture-like cabin interiors.

The line is complete in range from the phenomenal new 22-ft. "Grand Slam" to the luxurious 36-ft. center cockpit cruiser. After catapulting to prominence in the east, midwest and coastal waters of the south, S2 is pleased to expand its exposure to the knowledgeable seamen of Northern California.

If you are interested in examining the ultimate quality yacht, visit Northern California Yachts Sales soon.



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LETTERS

putting them in the Hawaii YC and at the gas dock and maybe a couple of other places. If you can't find them, talk to him.

Far be it from me to do anything that would stem the flow of mother's milk into hungry mouths around the world. But politics is not my bag. Frankly, I think the Nestle Company is o.k. because they figured out that such old fashioned ideas as seamanship and a love of sailing could sell their product. Up til now it's only been beer, hard liquor or tobacco vendors who have strayed that far away from the standard macho, sex and kiddie cutsie images for plying their wares.

Cheers,
Jocelyn Nash

P.S. — I really did it for the money. At least enough for a BIG party. Or maybe a new boat. Let's see, a good name might be Iri\$h Ne\$cafe? Or Ne\$cafe Aulet? Kailua & Ne\$cafe? Amaretto & . . .

P.P.S — Those unhappy big boat owners who claim that their new boats aren't ready for "the big event" might try making their buying decisions earlier and give the poor builder a decent chance at delivering a top notch product race ready on time. Wonder what some of the builders would have to say on this subject???

Jocelyn — We like your P.P.S. and are looking into it now.

Thank you very much for putting the "I Want to Crew" forms in your magazine!

I would love some sailing experience on the bay or the ocean if possible, and your forms may make it easier for me. I really appreciate it!

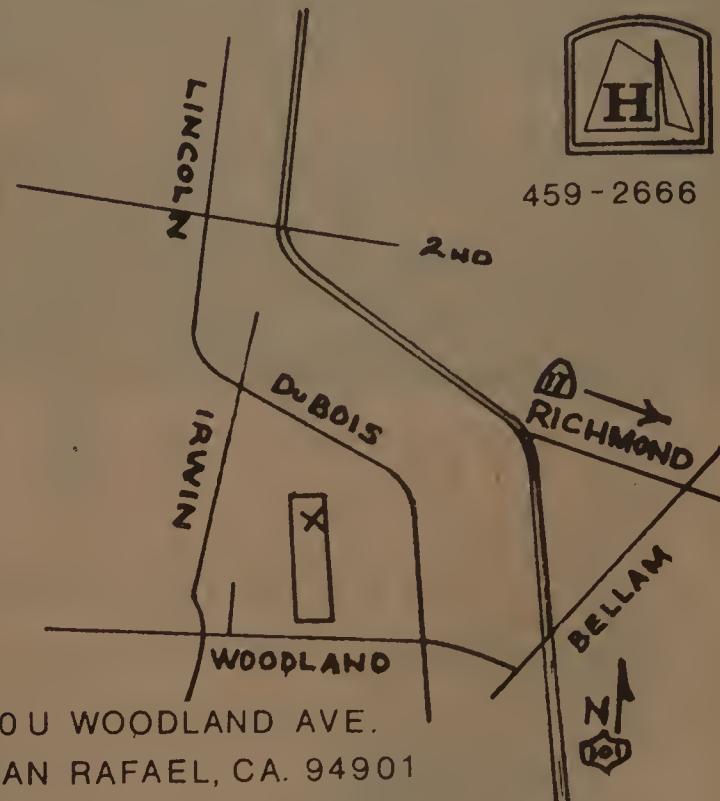
Thank you!
Allyson Dredge

All good fan letters start out with flattery: you've done an amazing job with your sail sheet, and I find that its pulpy pages hold virtually everything interesting about sailing that has been published (in periodical form) recently. Where else could I have found both useful investigative reporting (liferafts), and a recipe for dog shit casserole. Wonderful!

As a singlehander, I've appreciated your reasonable approach to reporting our controversial sport, and your lack of partisanship in the SSS vs. ASH struggle (or whatever the hell you call it.) I guess I can even forgive you (or Sue Vaughn) for "Cute Cate," though I've had to absorb a merciless batch of shit due to that unfortunate header. Your coverage of the ma-

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**Islander
Peterson 40'**

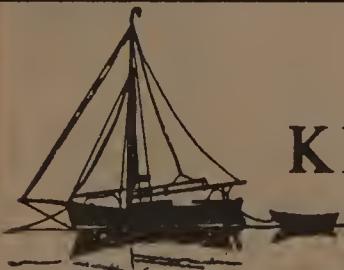
**Islander
Bahama 30'**

Yamaha 33'

Don Wilson YACHT SALES

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"HAIDA" is a 40' S & S design that will make a great cruising yacht that will make fast passages from port to port. She is well equipped with several bags of sails, a diesel auxiliary, self-steering vane, & much more. A very traditional sloop that is easily handled by a couple. Asking \$36,000.

SELECTED BROKERAGE YACHTS

56' STEEL KETCH.....	\$170,000
55' SCHOCK KETCH.....	175,000
45' LITTLE HARBOR YAWL.....	110,000
40' ATKINS CUTTER.....	55,000
37' GARDEN KETCH.....	50,000
37' TARTAN YAWL.....	53,500
36' ANGLEMAN KETCH.....	43,500
36' STEEL CUTTER.....	27,000
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32' NORWEGIAN MOTORSAILER.....	34,950
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32' ISLANDER.....	27,500
32' WESTSAIL.....	49,500
32' ARIES	35,000
32' MARINER	45,700
30' NORTHSTAR 1000.....	25,500
28' HERRESHOFF ROZINANTE.....	20,000
27' ISLANDER.....	12,500
26' SEABIRD YAWL.....	7,500



"TRILLIUM II" is a 45' Rosborough Privateer ketch that has just had a several thousand dollar facelift at a leading SF Bay Boatyard. She is well equipped for long distance cruising. (she sailed here from Nova Scotia.) & has a great aft cabin that makes for grand living aboard. Asking \$68,500.



"SNOOPY" is a 34' cutter-rigged motorsailer that has already cruised to the South Pacific, New Zealand, Hawaii & Mexico. She has good room for that person looking to liveaboard also. Owner is anxious and asking a very reasonable \$34,950.

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38', Landfall 38, 40',
J-24', J-30',
Nonsuch 30,
Rafiki 35' & 37'.**

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C&C quality:

the more you're around boats, the more you believe in it.



C&C 40

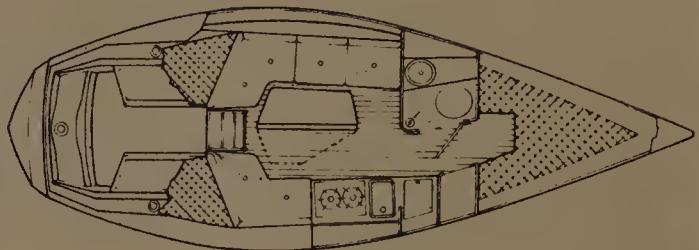
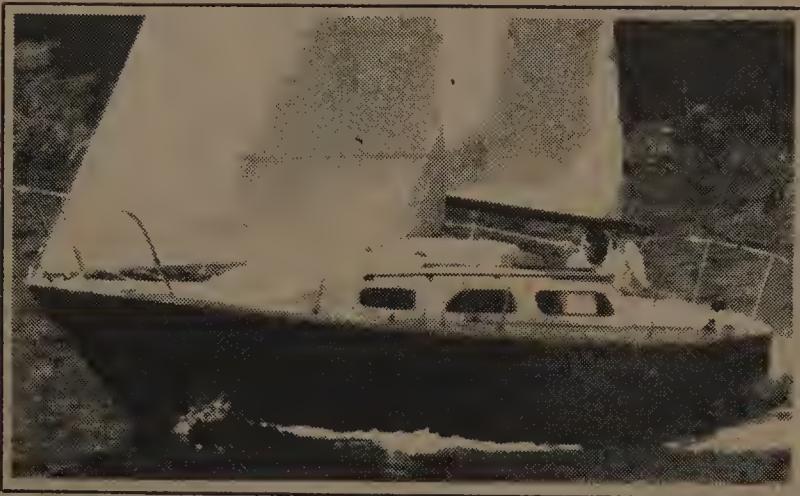
C&C Yachts on Display:
24, 29, 30, 36
Landfall 38, 40.

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The
**Yacht
House**

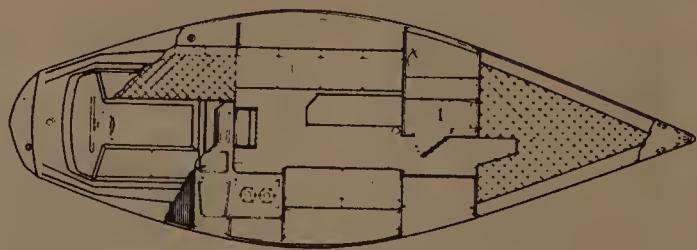


NEW CORINTHIAN 27



Ballast..... 1850 lbs.
Displacement..... 6050 lbs.
Draft..... 60"
Beam..... 9'6"

NEW CORINTHIAN 30



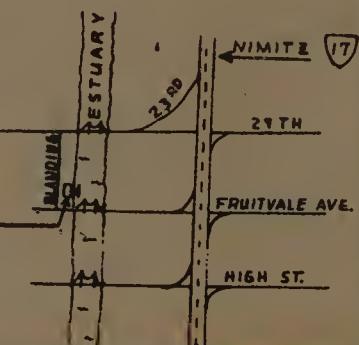
Ballast..... 2850 lbs.
Displacement..... 7000 lbs.
Draft..... 67"
Beam..... 10'3"

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LETTERS

major singlehanded events has usually been good, and I've enjoyed reading the accounts of various skippers in major areas. We've heard from the pros — Skip and Norton — we've heard from the tyro — Andy — and we've heard from the young, attractive and bold — Amy! I thought that it might be worthwhile writing a piece from a sort of journeymans point of view, and to include in it an unabashed plug for ASH.

Now, I must admit to a degree of bias, but I find ASH to be a most unusual organization. We formed it to escape a lot of complicating factors that were interfering with good racing under the aegis of the SSS. To my astonishment, so far it has done precisely what it set out to do: put on, under the wing of the OYRA, an extensive series of real yacht races. What's more, it has done nothing else — no politics, no social events, no fund raising beyond the direct costs of mail and telephone, no T-shirt sales, no clubhouse expansion — just the good racing that we wanted when we started out. I like the hell out of that!

I like singlehanding, too, so you'll find enclosed a few thoughts on our past season, and a plug for the coming one; I hope that you can use it. I'll not be dismayed by editing nor requests for rewriting, because all of my previous writing has been for technical journals whose stylistic demands tend towards the Teutonic.

Respectfully,
James L. Cate
Livermore

Mr. Cates reflections on a season of singlehanded sailing appears later in the pages of this very issue.

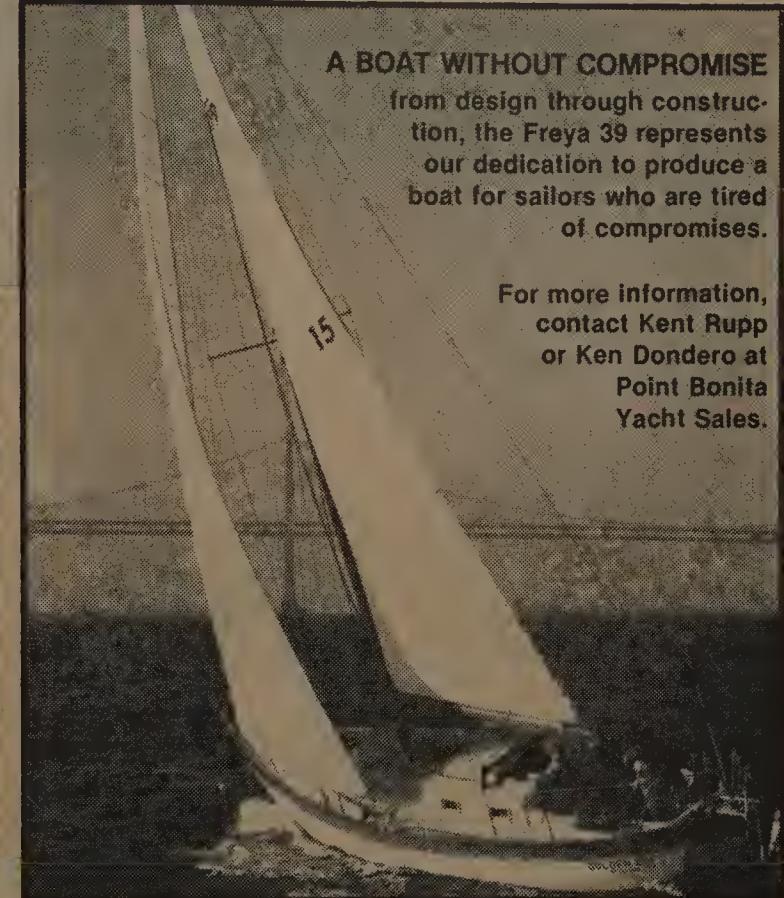
The following letter was written on stationary from the Hyatt Crown Hotel in Tehran, Iran, believe it or not. The second page was written on stationary from the Frankfurt Plaza.

Each month I read your pub. from front to back, usually in some hotel room in some strange country and dreaming of being back in our Pacific. Your middle of the road (some racing, some cruising) approach to boating is exactly where I'm at. A ocean sailboat should be able to take you from A to B safely. The faster you get there the more efficient you are as a sailor and the boat is as a machine. So could you make an effort to keep us posted on up-coming ocean races?

My job that gets me to these hotel rooms keeps me away from my boat and the pleasure of a Yacht Club membership. I'd like to race a few races each year and have read in your pub. about a club that costs far less than the \$300.⁰⁰-500.⁰⁰ yearly investment that most clubs get. I'd like to race my boat under PHRF on the Monterey Bay in races sponsored by the different yacht clubs of the area.

In the past issue you listed frequencies and times that HAM radio operators use in the Pacific area. Could you list them

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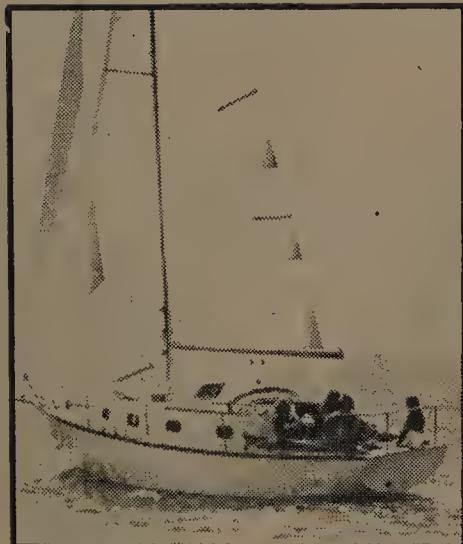
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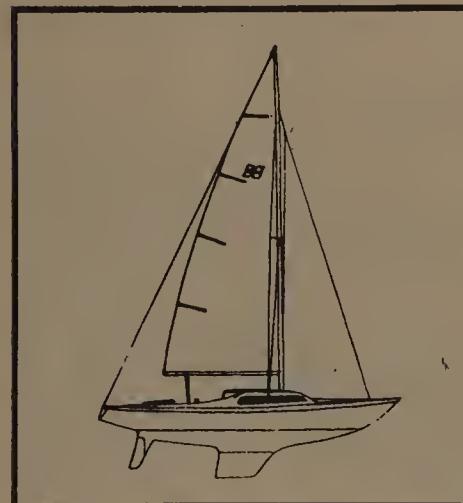
CAPE DORY

19
25
27
28
30
33
36

Intrepid 9M



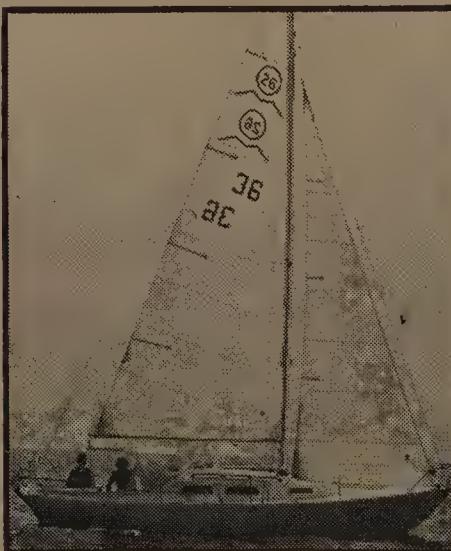
FROM CANADA



FROM FINLAND

H BOATS

27
35



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26

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LETTERS

again? I could relay messages for boats in this area.

Each month I fly over thousands of miles of ocean and I hope that the sails down there know that we're up there listening to 121.5. Emergency Locator Beacons get incredible coverage when you consider all the airplanes all over the world.

Find my check herein so I can get your pub. hot off the press and be ready for my next hotel room dreaming. Keep up the fine work.

Anthony Bindel
Sacramento

Anthony — Either the Monterey Peninsula Yacht Club (P.O. Box 91, Monterey, CA 93940,) or the Santa Cruz Yacht Club in Santa Cruz ought to offer what you want, and we're pretty sure they are within your stated budget.

We've forgotten when the hams go at it in the Pacific right now, but some of our readers can probably write in and tell us. So stay tuned.

Fatigue and isolation will frequently produce an inability of differentiating between perception and hallucination in the solo sailor on long cruises. Strange phenomena are observed with the vivid detail of reality. Normally the condition ceases when the sailor regains a grasp on his situation or ends the voyage. With Andrew Urbanczyk's continuing stream of inane statements there is some indication that in his case the hallucinations continue to occur.

In the February issue in his column "Out of My Mind" (sic) Urbanczyk claims that mental sickness and V.D. are Number 1 of merchant seamen's problems, or rather of all sailors. I cannot speak for Urbanczyk, but after almost three decades of associating and working with the merchant sailors of many different nationalities I can substantiate my statement that V.D. is not a common occurrence among seamen, especially in the last twenty years it has become very rare. As Urbanczyk refers to himself as a sailor, I shall refrain from commenting on mental illness.

As merchant seamen are often also yachtsmen and as they share the oceans with the sailors of small craft, I think it would be decent if your sailing sheet would set the record straight after Urbanczyk's insidious utterances.

Louk Wijsen s/v Trekvogel/WCKD
Berkeley

Louk — Andrew's monthly column of rantings and ravings is deliberately called "Out of My Mind" so our readers won't always take his journalistic eruptions too seriously. That's not to say there isn't truth in what he writes, it's just that sometimes you have to look for it. There is an additional problem that English is not Andrew's most fluent language and sometimes he unwittingly insults people more than he might

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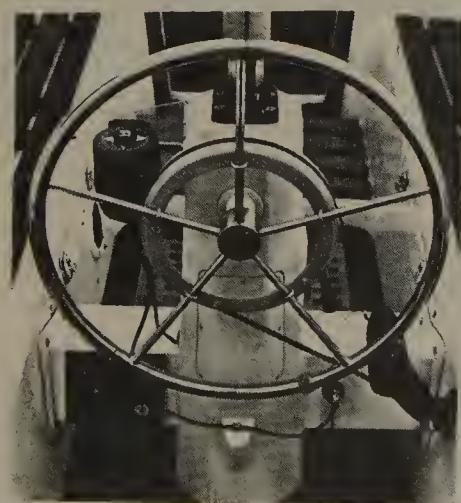
THE CHALLENGE OF CRUISING

A voyage in a sailboat demands self-reliance. In our society, life is becoming increasingly complex and specialized and the challenge of an ocean



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passage is that you — and you alone — are responsible for success or failure. The blue water sailor has to be his own navigator, plumber, electrician, cook and doctor and play a variety of other roles as it becomes necessary.



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More and more people are looking for the challenge of blue water cruising. Although cruising is not in itself dangerous, an ocean passage means facing potential danger. Planning, preparation and foresight are the necessary cornerstones of safe passage.

Choosing the proper, seaworthy boat is only one of many problems to be solved. Providing the yacht with gear and equipment that will enable you to resolve the many situations you may encounter is probably even more involved and complicated, especially when your own experience of what may happen "out there" is limited and second hand.

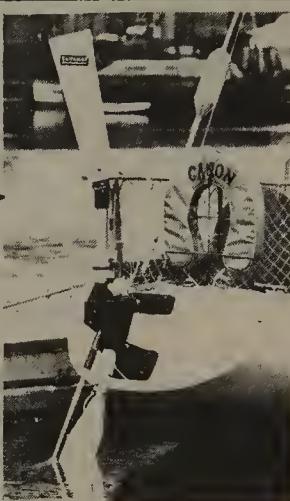
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Helping you make the right decisions about self-steering, sailboat autopilots, navigational equipment and safety gear is our business. Self-steering in particular is a complicated matter, where it is easy to make a less fortunate decision without the aid of a lot of experience. SCANMAR MARINE PRODUCTS has the experience. We spent nearly six years in sailing around the world and our business is to make this background work for you.



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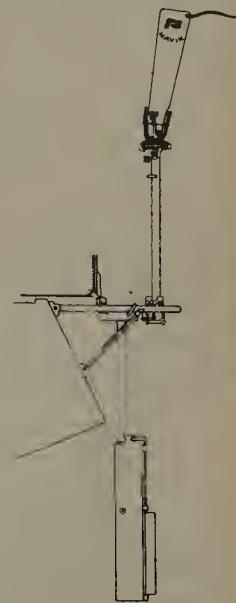
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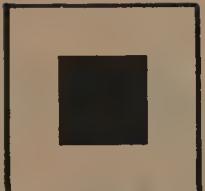
Our advice is the part of our package that does not have a price tag. It may be the most valuable part — and it is not further away than your telephone!

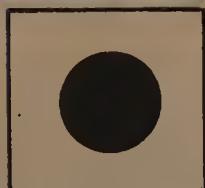
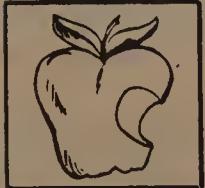


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SA	406 sq. ft.
Headroom	6'1"
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Ball.	4000 lbs.

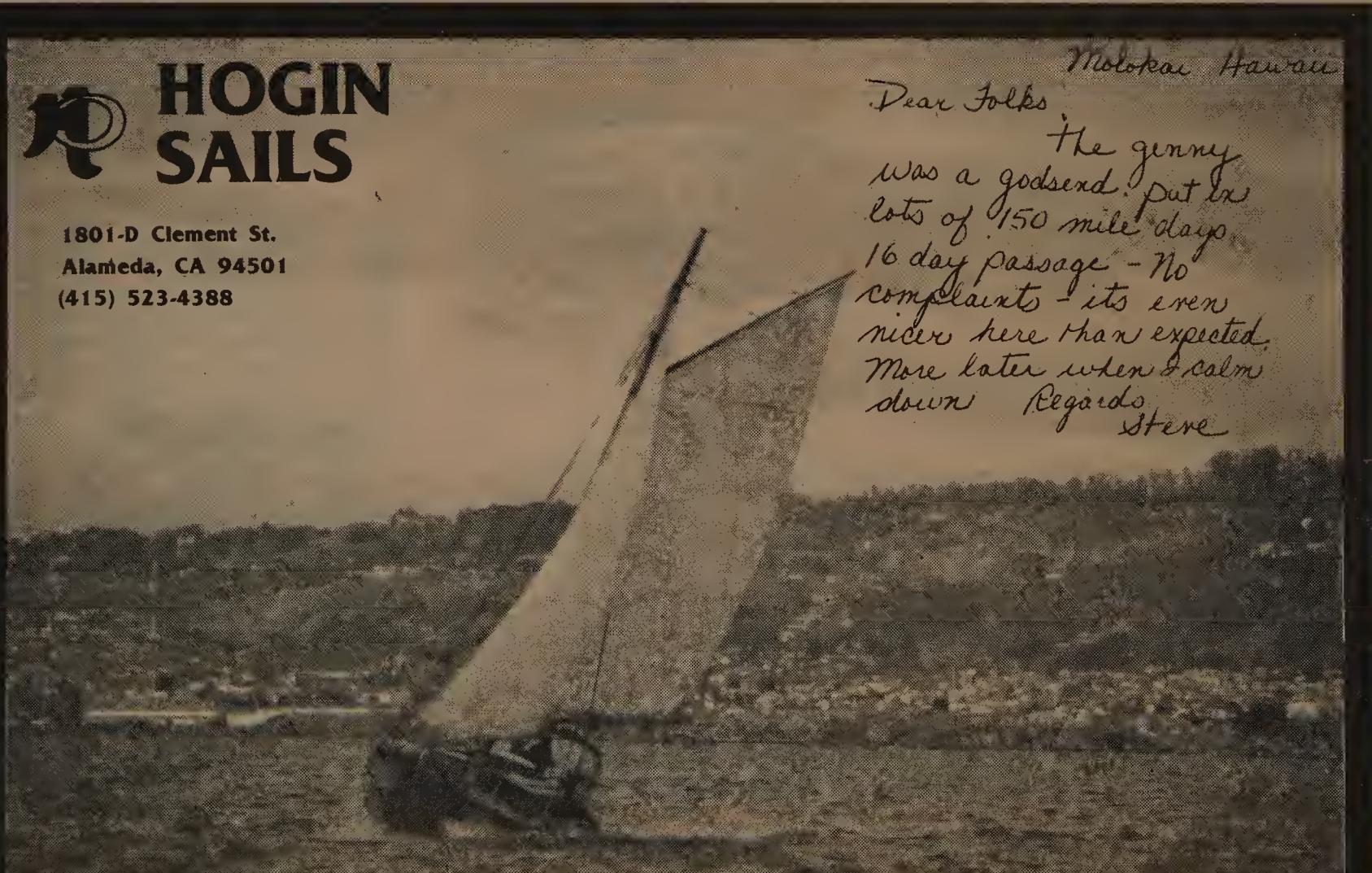


Designed by
Wes C. Burns


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16 day passage - No
complaints - its even
nicer here than expected.
More later when I calm
down. Regards
Steve



LETTERS

think. This month for example he thinks he is flattering women sailors — wow, is he in for a surprise. But what can we do, how do you restrain a guy who is 'out of his mind'?

We do thank you for writing in, however, and putting an old and out-dated stereotype to rest.

Just like to say as a "Limey" sailor that your magazine puts a sane light on the Yachting world in general and California in particular. It's so refreshing to find others who are more interested in real cruising/racing than in Sunday P.M. cocktails! Please don't change and go "glossy" on us!! Especially appreciated Norton's Log and Ty Knudsen articles, more of the same would be greatly appreciated.

Information by people who have done it not just thought about it are worth millions of B.S. sessions. Keep at it.

Lon Pulver
Point Richmond

Just to let you know the Corp of Engineers are going to dredge the Petaluma River this year. I believe it will start in May. (About time.) However, it's no problem to cruise up here now as the mud islands are well marked.

Enclosed herewith find my check for *Latitude 38* for 1980.
Max W. Flohr
Petaluma

Thank you, Thank you!

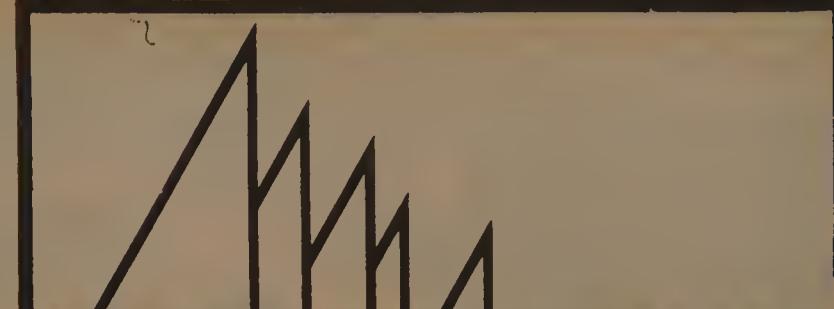
I just moved to the bay area and was wondering how to find out about crewing. Someone gave me your publication to look through the classifieds. What a lucky break for me!

Ellen Sarbone

Ellen — what a break for someone who gets you as crew, too.

I recently renewed my subscription to *Latitude 38*, not because it is a good publication, it is not, but because it does attempt to represent the local boating scene. If I had read the February '80 issue beforehand, I probably would not have renewed. The reason for my concern is the unnecessarily anglo saxon phrasing in Paul James' rememberances on being overboard. The repulsive language contributed nothing to literary accuracy or honesty — but simply was gutter language that a truly responsible magazine would eliminate for the trash it was.

You flatter yourselves that you will someday be a great

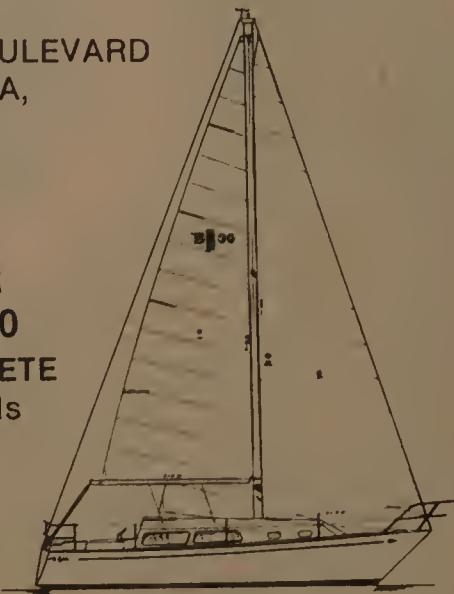


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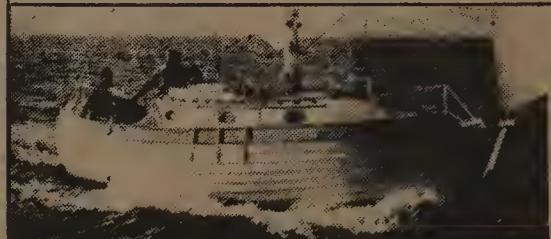
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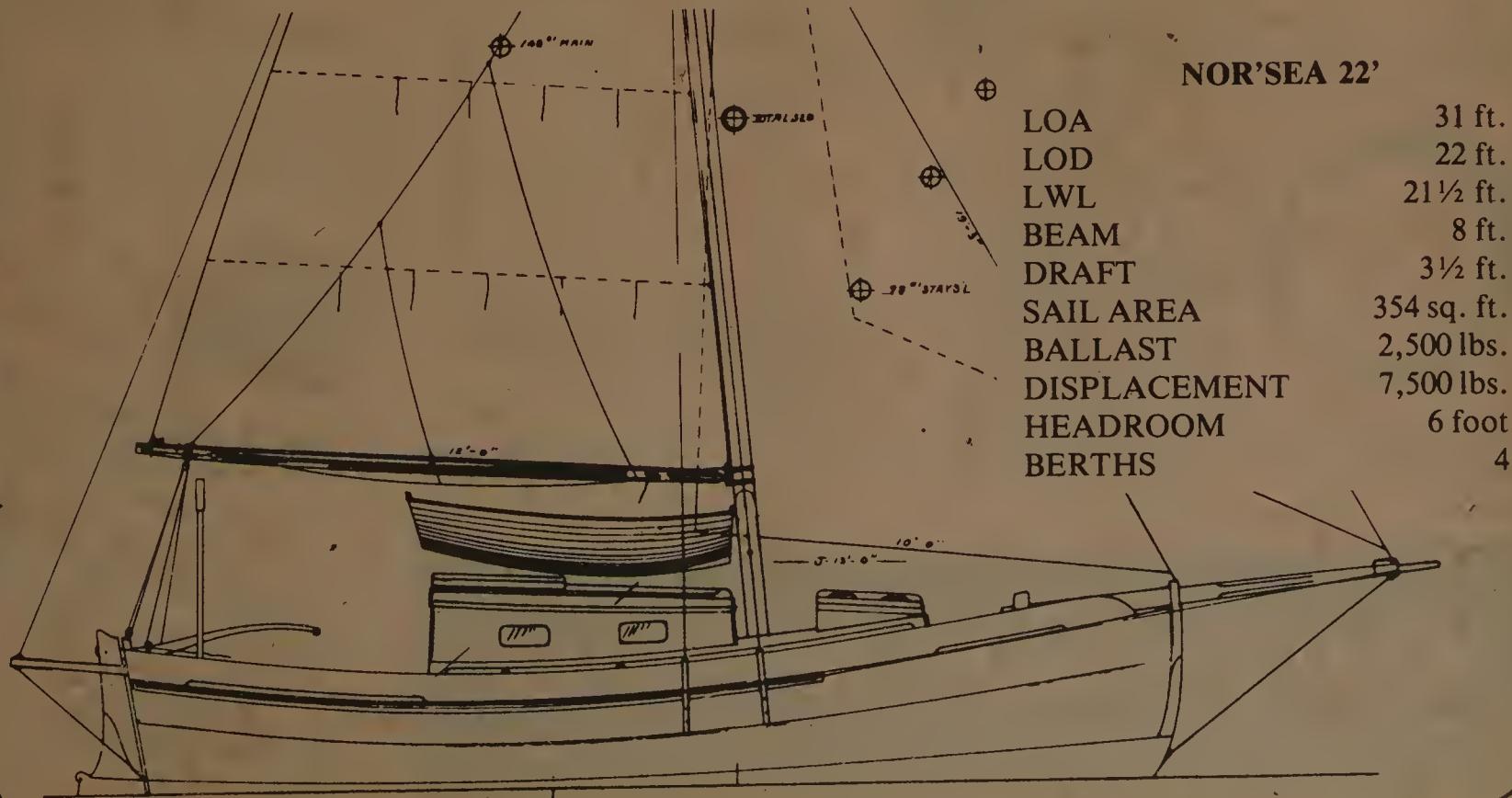
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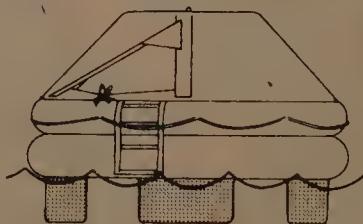
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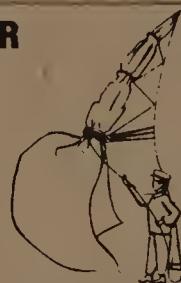
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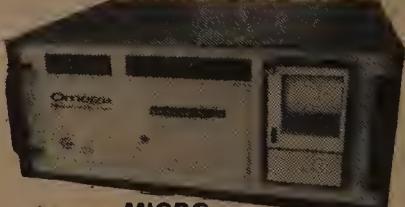
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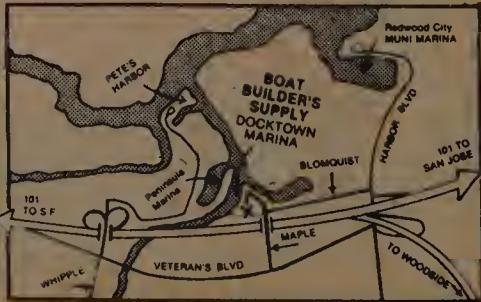
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LETTERS

magazine, but I doubt that you will make it until you can accept the responsibilities that accompany journalistic freedom. It's your choice. Try to grow up.

Robert Cantor
San Jose

Robert — Not everyone strives to be "great", ourselves included. We're content to do the best job we can and leave it at that. In the case of the 'Overboard' interviews last month, that included publishing a couple of very common swear words; but that's what the guy said, so that's what we published. (Incidentally, if you read it again, you'll see it wasn't Paul James.)

Your \$7.50 refund is in the mail, but just to show how hard we try and please everyone, we've censored the following letter just for you.

You publish the best f----g g----n sailing sheet around.

Dan Pagett
Santa Cruz

You do great work. Make the best of all reading.

One suggestion — all of us are not in the age group of 4 letter words — with young children and grandchildren around (even at 40, we have, yep! grandchildren) would appreciate less of the hard language. Hate to hide my *Latitude 38* when I see the children arriving.

Betty LeNoir

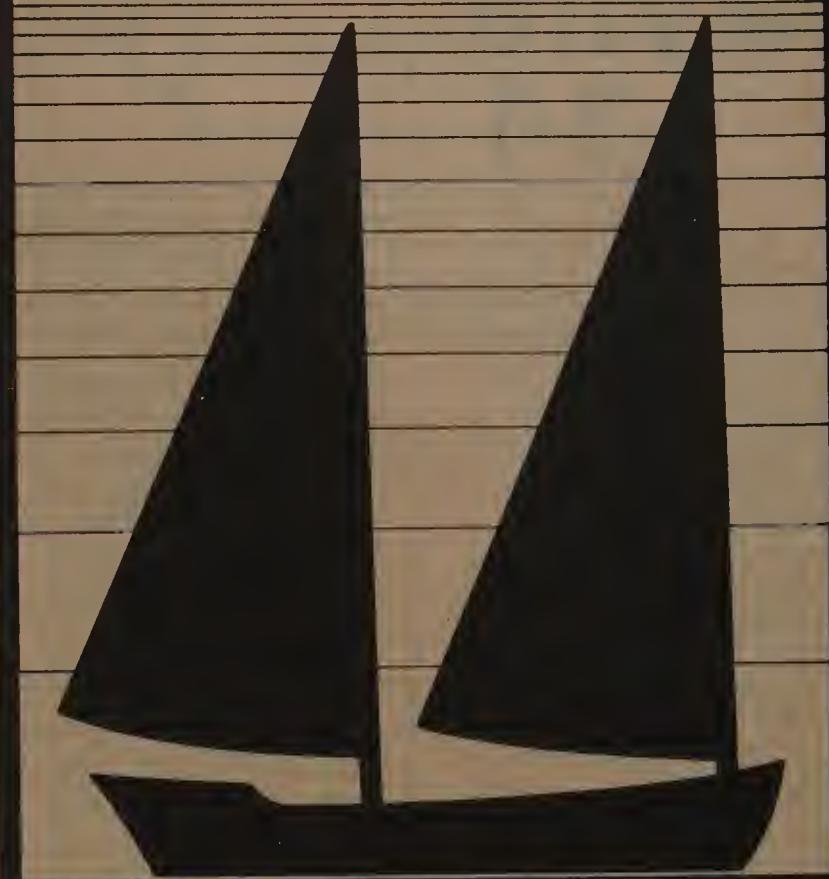
P.S. Keep up the good work!

Betty — Your point is well taken and will certainly keep us awake at night because we genuinely worry about stuff like that.

When we started *Latitude 38* we looked at all the other sailing magazines and thought they presented sailing in a sanitized, censored, and therefore dishonest fashion. So one of our priorities was to be 'realistic'. If people sailed naked, we printed the pictures; if they swore, well, we'd print that, too. That is the source of our casual 'language of the dock' philosophy.

We never considered that we'd have many kids as readers, as we apparently do. We don't really want to encourage them to use foul language, but do we forsake a style that the overwhelming majority of our readers enthusiastically embrace? It's an awful dilemma, and like we say, it'll keep us awake at night.

Just to show you that *Latitude 38* isn't the only sailing magazine that takes heat, here's a letter from an Alameda ar-



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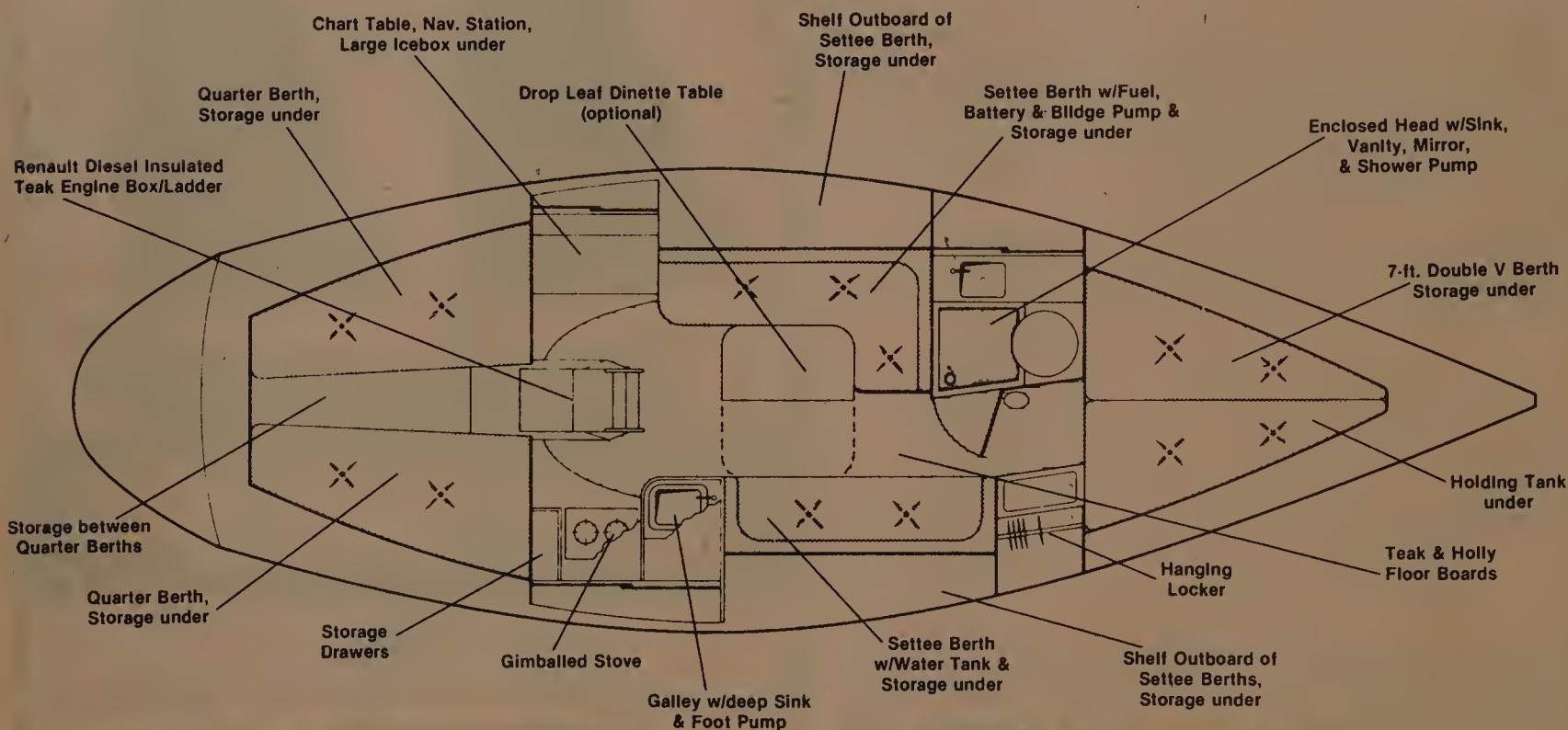
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LETTERS

chitect to Sail magazine:

I am reluctant to make these assertions, but I think you guys are running a scam. Today, February 12, 1980, I received the February issue of *Sail*. The renewal was sent December 5, 1979 with a reminder last Thursday that my renewal had not been received.

Your major competition was sent November 17, 1979; to date, I have received your January and February issues, the latter at least two weeks ago. I have consistently felt that you take advantage of me for 1 to 2 issues a year, but to this time have not had the time or inclination to go on record regarding this problem.

Further, we receive information on the "Fastnet" from our local publication at least two months in advance to your publication. Further, their reporting is far more comprehensive than provided in *Sail*.

For good reading, I suggest you pop \$7.50 for a subscription to *Latitude 38*. From this you might get an idea of what is needed by the real supporters of the sport. I suspect that you are influenced by the East and South, totally leaving the West Coast where we sail all year with little coverage to subscribers.

Furthermore, many times I find that your issues are for sale in the newstands well before mine is received by mail. Now that I have vented my spleen, I am forwarding *Latitude 38* my support in the form of \$7.50; and please know that this is not necessary as this is a giveaway at all local Yacht Clubs and chandleries. Let it be known that you have competition but good.

David S. Johnson
Alameda

Why don't you make a new "Pervert Calendar"? My wall has not been the same since 1978.

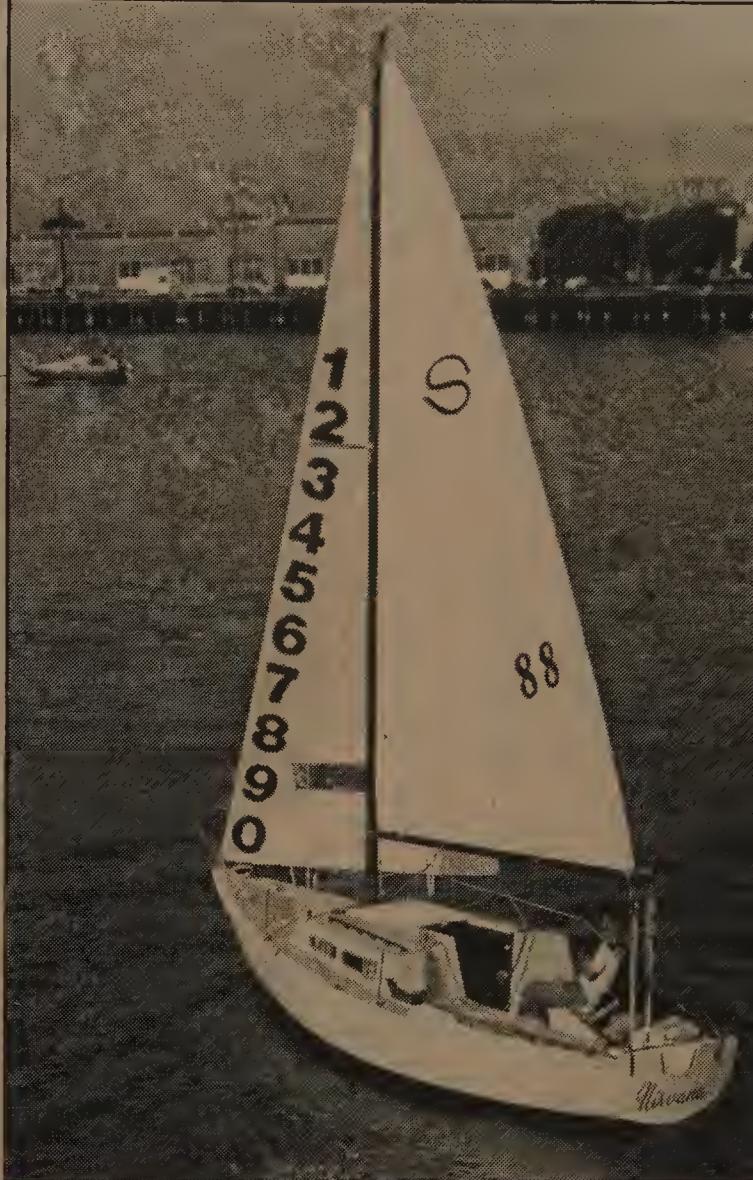
Victor H. Kershner, Jr.

Victor — If you look at the ads for magazines in the back of the new Spyglass you'll see that we're advertising Sailing Perverts Calendar No. 2. Why we committed ourselves to doing another one of those is beyond us, but dammit we did. Maybe one of our kind-hearted female readers will lend us her body for a few hours so we can make this stupid perverted calendar that we've advertised and then go on to bigger and better things. But it's coming.

I am a representative of the Islander 28 Association and would appreciate it if you would print the enclosed letter in your "Letters" column.

Your monthly is a real joy to me and to my sailing friends; it's the best (only way!) to know "What's Happening" on the

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We're showing off our first customer and first winner,

Ms. Claire Hansen.

She's showing off our number styles.

Claire came to buy a new main in August, then won her first race two weeks later.

Having fun going faster — way to go, Claire.

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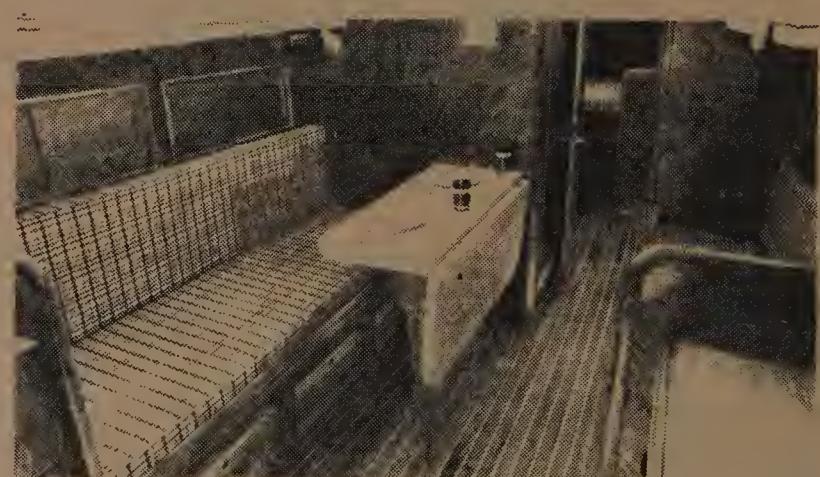
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LETTERS

Bay sailing scene.

Sandy McKean

Sandy — We're printing your Islander 28 announcement in the Sightings section this month. What we want to do here is take the opportunity to encourage all of you one-design folks to send up your important general interest announcements so we can publish them. One thing though — don't just go and send up your entire class newsletter expecting us to pick something out — we just don't have the time to sort through it all. Fair enough?

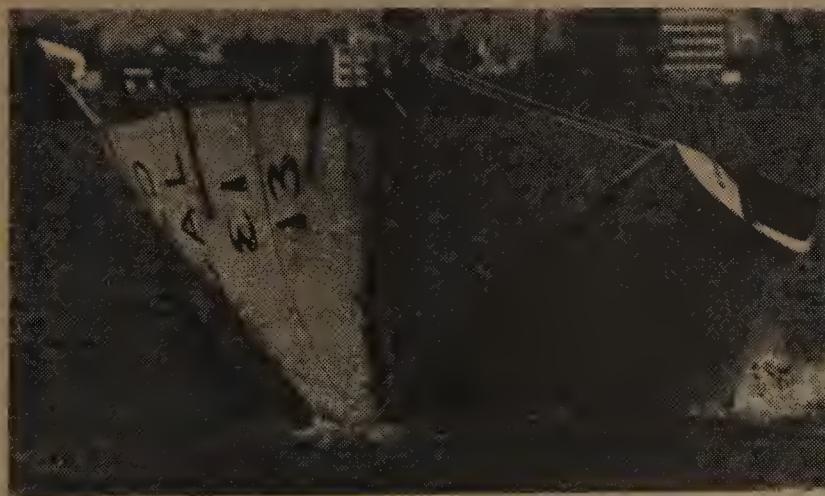
How about helping out a (temporarily) mountain-bound sailor? I'm thinking about re-joining the normal sailing folk, and would like to know which marinas in the bay area allow liveaboards. Also, what length of time period are we talking about to get a berth in those same marinas? Could you kind people help me out? Thanks!

Charles B. Warren Jr.
Tahoe City

Charles — That's a tough question to give an honest answer to; there are just too many variables. Some places allow liveaboards, some don't. Some say they don't but do.

The time period on getting any berth in the bay area depends on the size of your boat and on where you want to be in the bay. Some places you can move right in, and some you'd have to wait for years and years.

Maybe your best shot at getting a liveaboard berth is trying something like Brisbane, Pillar Point, Richmond — one of the places marinas are due to be built. Many new harbors are making allowances for liveaboards, so you might check to see if any of these three will be — and then get on the waiting list.



The answer to the quiz in the February issue is obvious: the boat is simply OVERPOWERED BY PINEAPPLES!

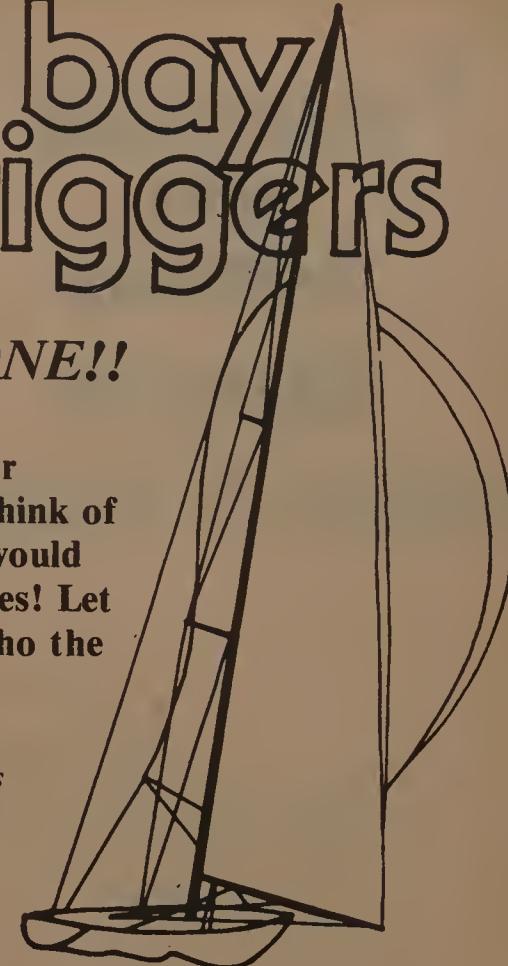
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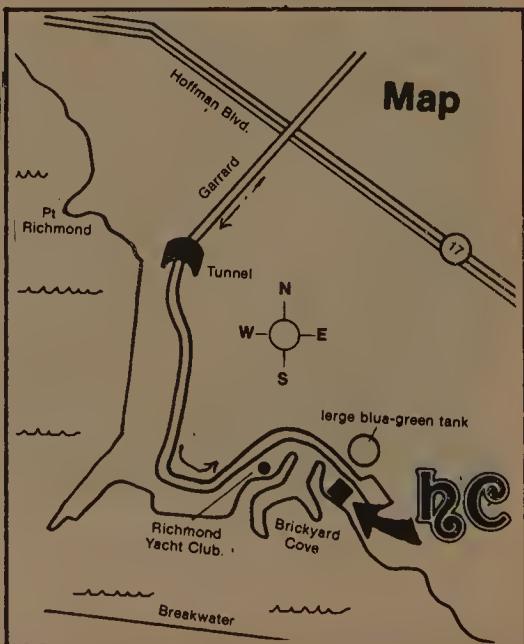
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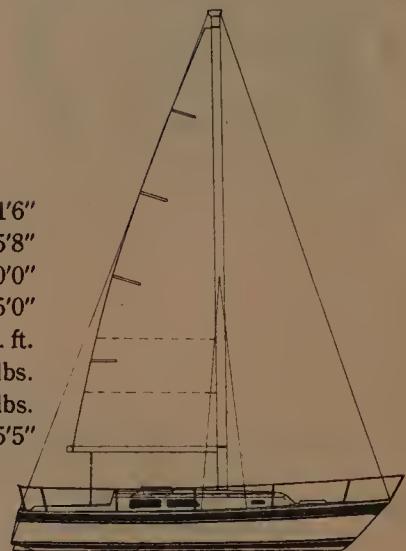
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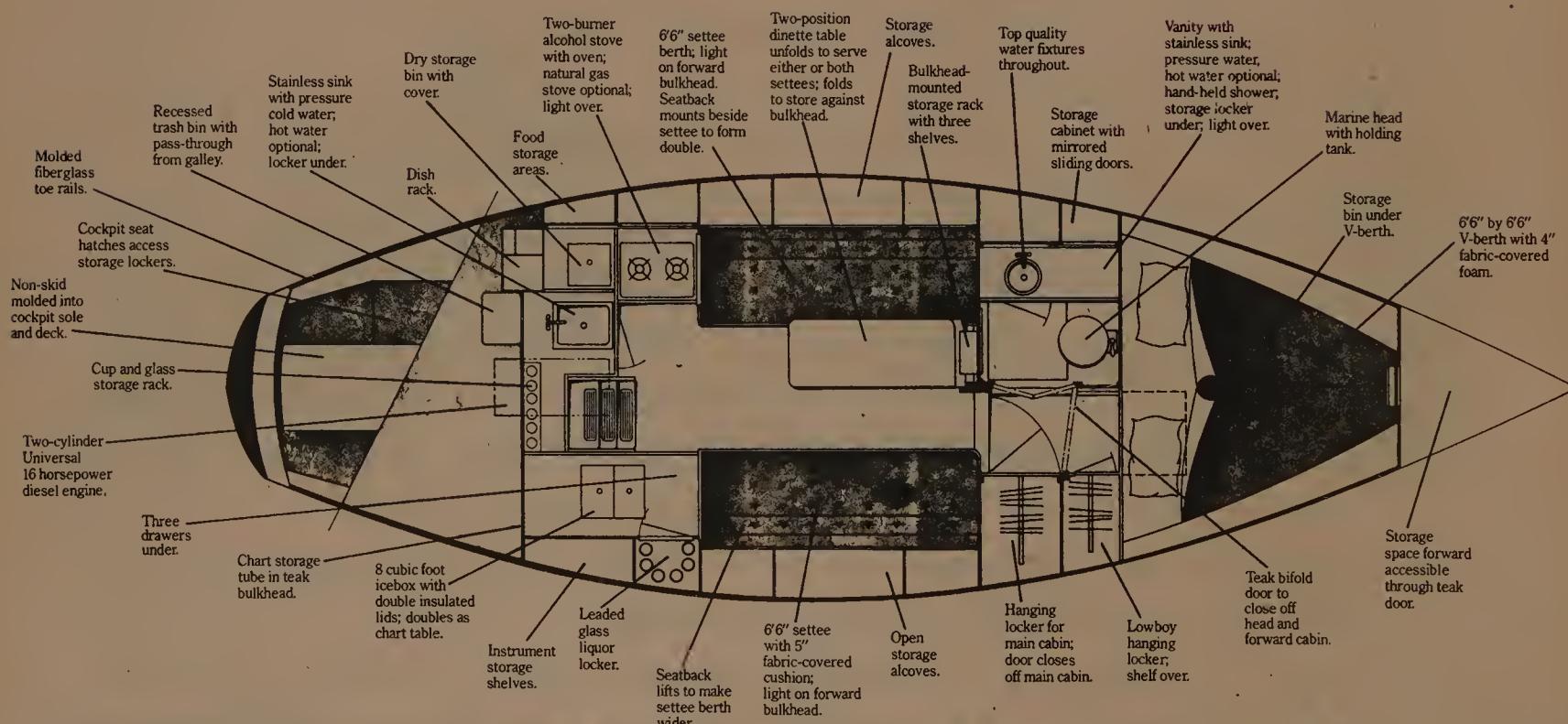


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Beam
Draft
Sail area
Displacement
Ballast
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10'0"
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Interest in MORA (Midget Ocean Racing Association) continues to build as more sailors call me for details of our program for boats under 31-feet. It is encouraging to hear from people who have boats which are not usually raced. Under the PHRF (Performance Handicap Rating Formula) rating system, these boats can be as competitive as the skill of their skippers permit. Racing in the ocean demands not only good tactics, but good seamanship, and the successful MORA skipper cannot win unless he has both. We encourage newcomers to join us, and welcome those interested to our Spring Meeting. This will be held March 27, at 8 p.m. at the Golden Gate YC in San Francisco.

Our schedule for 1980 is now complete. On the following page we have listed the dates of each race and a brief description of the courses.

At the bottom of this page we've listed the MORA officers and their phone numbers so that those of you seeking information will have greater accessibility to the people who make MORA policy.

— franz klitza

Franz Klitza (707) 644-0456
Bloody Mary — Santa Cruz 27

Dick Aronoff (415) 526-8650
Harry — Newport 30

Carl Schumacher (415) 865-4850
Summertime Dream — Quarter Tonner

Carl Ondry (415) 368-3002
Wildfire — Yankee 30

Robert Sleeth (408) 923-4654
Rampage — Cal 2-30

Alex Maiaccorto (408) 256-3196
Rocinante — Yankee 30

Paul Altman (415) 655-6000
Predator — Hawkfarm

John Dukat (415) 522-2750
Critical Mass — Mancebo Custom

Kame Richards (415) 444-4321
(Hops from boat to boat)

Ed Homer (415) 969-9998
Trollop — Morgan 31 (ho,ho)

MORA 1980 SCHEDULE

April 5

The Schoonmaker-Stewart (St. Francis YC). Around the San Francisco lightbuoy and back, about 24 miles.

April 19-20

Half Moon Bay (Island YC). Down to Half Moon Bay, spend the night, and race back the next day. A total of about 49 miles.

May 10

Farallone Island Race (San Francisco YC). Around the Farallone Islands and back, about 57 miles.

May 24, 25, 26

Corlett (Metropolitan YC of Oakland). First day is up to Drakes Bay. Second day from Drake's Bay around Farallones to Half Moon Bay. Third day is back to San Francisco. Total miles, 100.

June 21

Junior Waterhouse (Richmond YC). Around approach buoys (B&W, "C", "B", & "A") and return. 46 miles.

July 4

Long Distance Race. San Francisco to San Diego. 475 miles.

August 2, 3

Drakes Bay (Sausalito YC). San Francisco to Drakes Bay first day; return the next day. Total of 50 miles.

August 16

Ocean Vallejo (Vallejo YC). San Francisco to Duxbury Reef, to San Francisco Lightbuoy, to Vallejo. 54 miles.

August 23

Duxbury - Lightship (Sausalito Cruising Club). San Francisco to Duxbury Reef, to San Francisco Lightbuoy, and return. 33 miles.

September 6

Jim Ong Triangle (Golden Gate YC). Around Duxbury, to San Francisco Lightbuoy, B&W "A", back around Lightbuoy, and return. 43 miles.

October 4, 5

Half Moon Bay Race (Metropolitan YC of Oakland). Down to Half Moon Bay first day, return the next day. 49 miles.

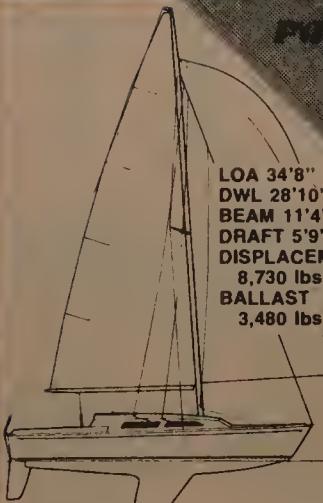
All races start on the cityfront in San Francisco.

For more information call any of the MORA officers or the YRA office, (415) 771-9500.

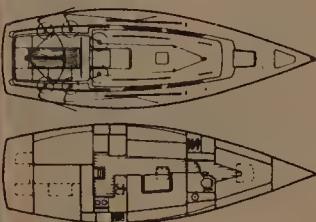
C & B

MARINE

FARR
34



LOA 34'8"
DWL 28'10"
BEAM 11'4"
DRAFT 5'9"
DISPLACEMENT
8,730 lbs.
BALLAST
3,480 lbs.



C&B MARINE

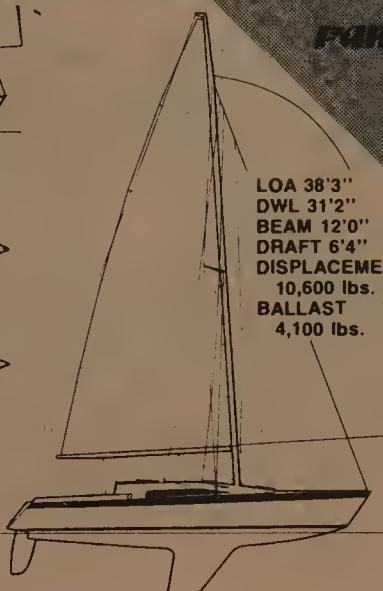
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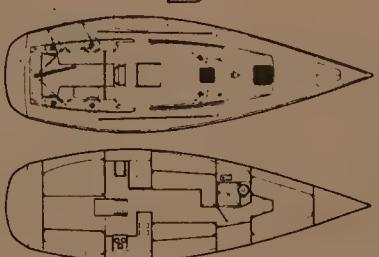
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durability... beauty... and *lasting value*.
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cedar, Sitka spruce and Alaskan yellow
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built over the past several years have been of various sizes and designs
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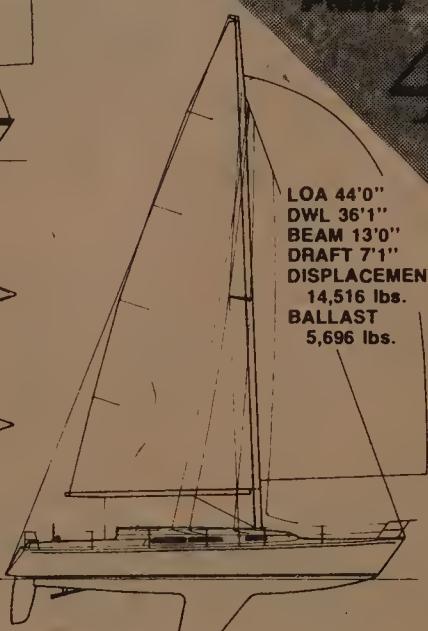
FARR
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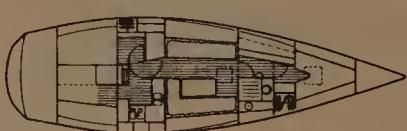
LOA 38'3"
DWL 31'2"
BEAM 12'0"
DRAFT 6'4"
DISPLACEMENT
10,600 lbs.
BALLAST
4,100 lbs.



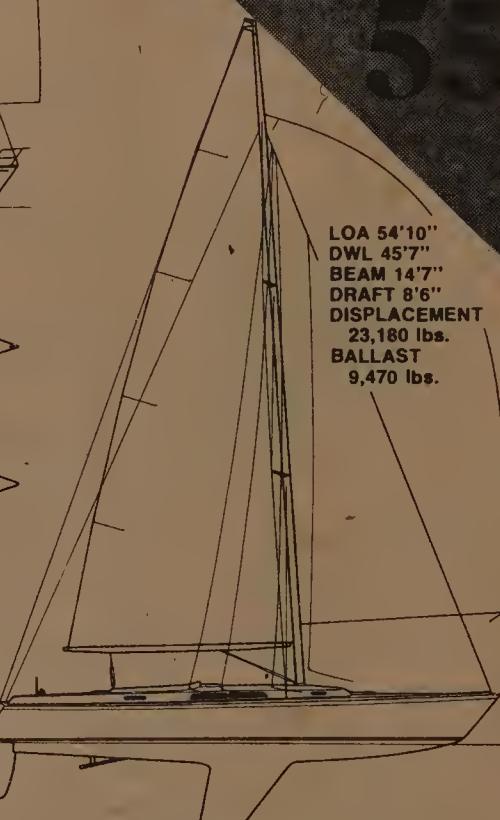
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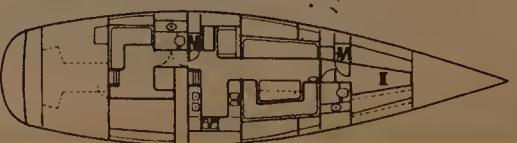
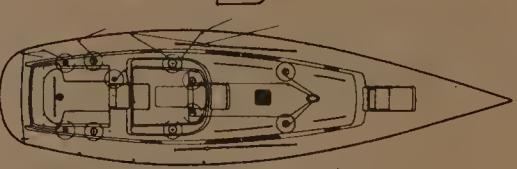
LOA 44'0"
DWL 36'1"
BEAM 13'0"
DRAFT 7'1"
DISPLACEMENT
14,516 lbs.
BALLAST
5,696 lbs.



5



LOA 54'10"
DWL 45'7"
BEAM 14'7"
DRAFT 8'6"
DISPLACEMENT
23,180 lbs.
BALLAST
9,470 lbs.



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The first season of YRA-sanctioned singlehanded ocean racing (organized by the Association of Single Handers, or ASH) is over, and six rainy weekends in a row have left me time to reminisce about how it was out there.

The statistics of win, place, and show as well as the awarding of silver-plated pickle dishes has been chronicled. However, statistics don't tell the complete ASH story. Two boats, Dick Mitchell's *Blithe Spirit*, and Hans Vielhauer's *Mach Schnell*, were outstanding in the season's totals and both were deservedly feted. But, I find it equally interesting that each regularly-raced boat finished ahead of each of the others in at least one race. This indicates several things. 1.) PHRF works; 2.) It was a well-balanced fleet; 3.) In a long series, even the klutziest of us can whip ass a little, because eventually you are bound to do something right!

Other interesting statistics revealed that a high percentage of boats starting every race actually finished. And, a zero percent zoomed around before, during, or after races, pranging honest crewed-boats or each other. ASH boats were not "in the way," nor were they the last boats to finish, nor did they keep race committees out late thereby worrying their mommies.

So we didn't screw up too badly, and, as a fleet, put on a respectable performance. But what was the whole ASH exercise good for? Primarily, ASH and OYRA (Ocean Yacht Racing Association) provided a well-run series of serious, legitimate, singlehanded races. Within this arena, the solo sailor was able to draw what he would from the experience. I suspect that each one of us entered with different expectations and reaped different benefits. For me, most of the rewards for singlehanding are knowledge — knowledge of the sea, of my ship, and of myself. These things are also the rewards of all sailing, but when learned alone the knowledge comes quicker and sinks deeper than while surrounded by a beer-swilling crew.

There is no way to list all that I gained from the first ASH season, but I would like to share some of them with those who might be considering joining us. For instance, the simple concept of thinking ahead was the single most important lesson for me. Both long-range thinking ahead for a race — something all good racing skippers do to some degree; and, short-range thinking ahead. You think out in detail the sail changes, the spinnaker evolutions, anchoring, navigation chores, and all the hundreds of minor tasks required in an ocean race. These things must be thought out thoroughly prior to execution if any efficiency is to be expected. Knowing just what you must do before you set out to do it — such a simple idea, but Lord, how slow I was to learn it!

Another lesson was learning to sail the conditions that really existed, rather than those I thought were going to exist, that were forecast, or that are "always" present. For instance, that twenty-five knot southerly at the beginning of the fall Half

Moon Bay race just shouldn't have been there. I, by damn, knew that we would have light northwest winds. I was grossly overpowered with a light 150 genoa up, but it took having to retrieve my spinnaker after it was washed overboard, and then being set uncomfortably close to the Ocean Beach surf before I could talk myself into changing to the No. 3 genoa and reefing. Of course, by the time I got to Montara, it was 3 to 5 knots from the northwest. Oh, well . . .

A third lesson was learning to concentrate and to keep racing hard for a long race, without crew to keep you hyped up. This takes a self-discipline that I've found hard to maintain. When the excitement of the start is hours behind you, and when fog or night obscures the fleet, well, it's pretty easy to convince yourself that the sails are trimmed to perfection, and that there's no need to stir your body from its relaxed position. I know from experience that the reward of complacency is crappy finishes but I still fall victim of it. Maybe what I need is a microprocessor powered nagger.

Finally, losing my awe of singlehanding was a gradual lesson, but by the end of the series I no longer made any differentiation between solo and crewed races. Either mentally or emotionally. I was viewing singlehanded days the same way as other races, and preparing in the same manner (except for buying less beer.) This reflects growing confidence in my abilities, and a general maturation of my attitudes towards sailing. I believe that all these solo skills and disciplines carry over to other phases of both racing and cruising, where they enhance your capabilities and your enjoyment of sailing with a crew. This, perhaps, is the final payoff for the singlehanded racer. The bottom line is that I am looking forward to this year's ASH series much more than the ODCA (One-Design Classes Association) Bay races.

ASH prospered in many ways during its first season, but it has not grown much in size. I hope to see more entries this year, and would like to personally invite all sailors to join us. The equipment requirements are much like those for other OYRA divisions, plus each skipper must log a 50-mile singlehanded passage or race. Yacht club and YRA membership are required, but after all, these are the dues that are owed by anyone who wants to enjoy well-organized racing of any sort.

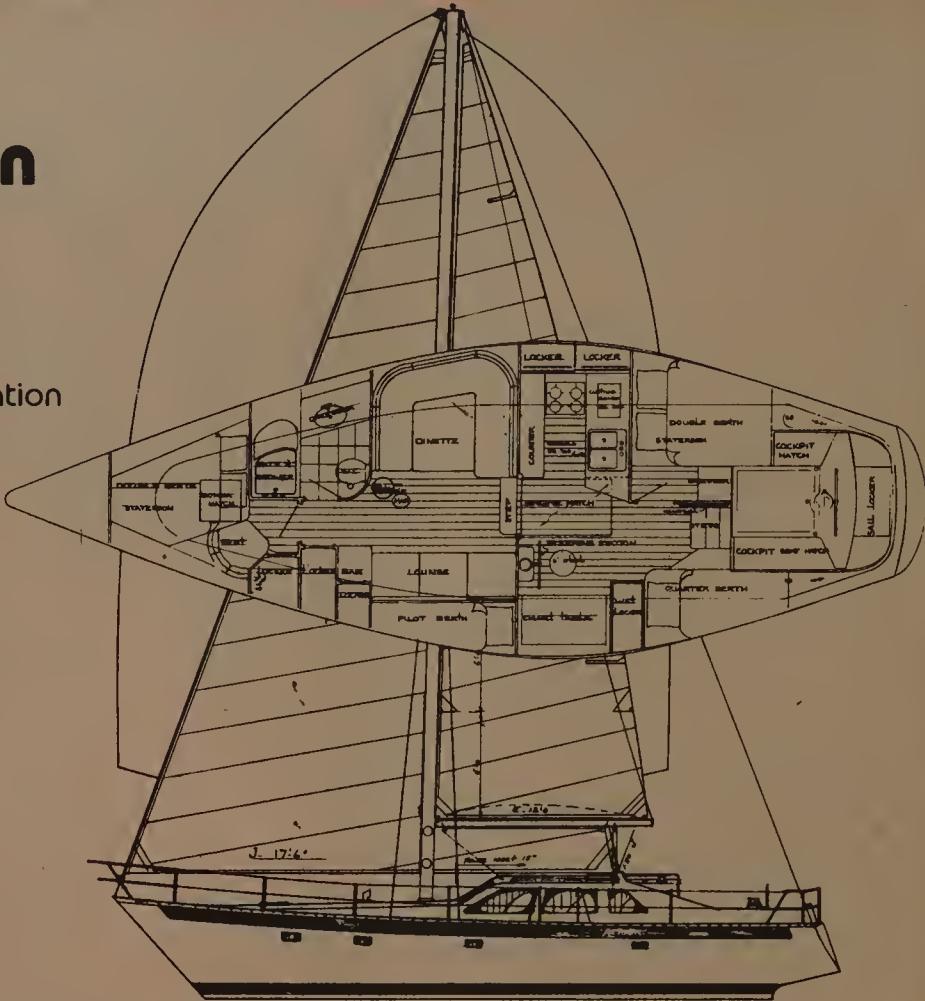
Further information can be obtained from ASH president Hans Vielhauer by calling (707) 795-5290, or for a less formal, no bull, straight-from-the-shoulder evaluation, call me at (415) 422-5221 (days,) (415) 455-1026 (evenings.) Meanwhile, remember that ASH, like a nameless paramilitary group, are looking for a few good men (or women.) Join us next season!

— jim cate

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NO WORRIES, MATE

There's a joke in my office that goes "First around the weather mark, but that's not good enough." So here we are in the first race of the Etchell 22 Worlds in Sydney, Australia and we're first around the weather mark. What am I doing here? We're not supposed to be here. My middleman Warwick 'Commodore' Tompkins is smiling at last and pours a bottle of water over our heads. The temperature is about 98° and the wind a solid 8 knots. Tony Walsh, my point man from Sydney, lights up a cigarette and comments, "No worries, mate."

We lead the race at every mark smiling at all the T.V. cameras, when right at the leeward mark the wind dies and 37 boats behind us close in. Fellow American Dave Curtis rounds the mark with us a half boat-length behind. "No worries, eh?" Dave Curtis beats us to the finish two boat-lengths, and an Aussie sneaks in for second place. We take a well-earned third, a half boat-length behind. The Americans start off with a bang and we're pretty happy to have a good race behind us.

That night we were on T.V. and all over the papers the next day. What tremendous coverage the Australians have when it comes to cricket and sailing. We could take a few lessons.

The locals warned us about the wind, but we haven't seen it yet. The next day winds reached 20 knots, which is mild for Down Under. Dave Curtis gets the gun again and we take an eighth, again the only Americans to finish in the top ten. On the third day the show begins as the winds build to 30-35 knots. There are some breakdowns; a broken mast, some blown out spinnakers, and like that. The surfing is continuous and there are some really wild downwind rides. But alas, our race committee assures us "No worries, mate."

A bad reproduction of a Sydney newspaper shows Vito's boat leading the pack in a trial race.

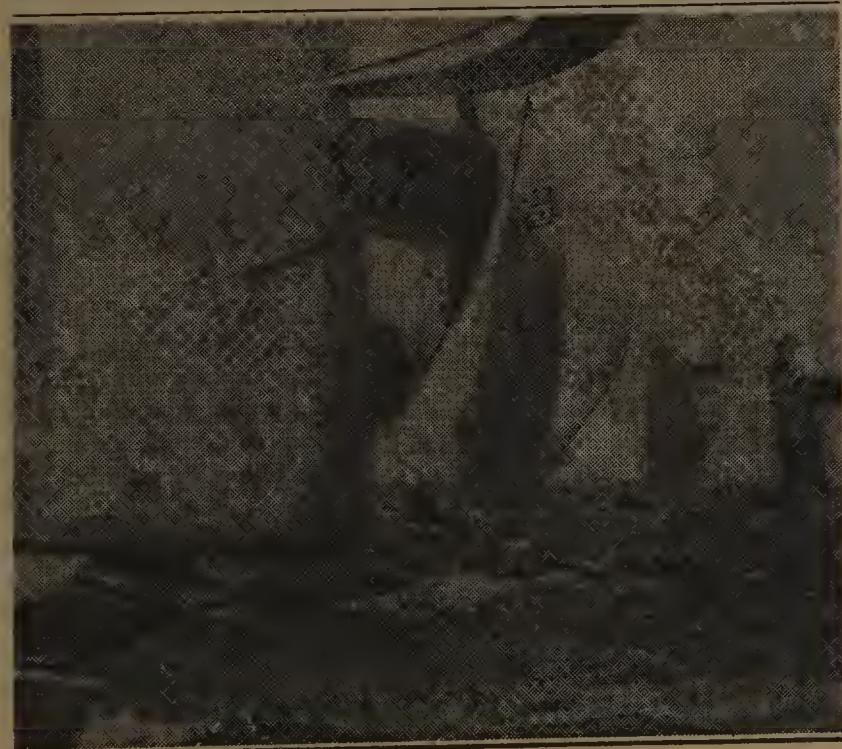


PHOTO BY SOME AUSTRALIAN

Poddy O'Donnell, Olympic gold medalist, shows us how to sail upwind and takes the gun. Dave Curtis takes a fifth and ourselves a twelfth. We were tired — thank god for a lay day. Lay day shall be self-explanatory and I won't go into self-incriminating details. The next day we showed up smiling and rested, only to be informed there shall be no race. It's blowing a solid 26-30 at the committee boat and building. Oh well, time to work on our boats and tans.

The next two races were absolutely wild and fun, to say the least. In the 4th race of the series Poddy O'Donnell is a repeat winner and Curtis drops to eighth place. San Franciscans John Ravizza, Steve Jeppeson and Ken Keefe show off their new 1½ oz. chute and take a fourth.

In the 5th race the following day we had a real Down Under westerly. Dave Curtis broached his boat, exploding his spinnakers and finished twenty-second. John Ravizza finished ninth and ourselves tenth. Our jib track exploded and we had to sail past the layline and then reach down to the finish; that costs us fourth place. It was the first time I've ever submarineed an Etchells. We were going so fast we could barely see for all the spray. We literally jumped off a wave and ploughed through the next one with the bow down and two feet of water coming over the deck. Commodore calmly says, "A bit windy, eh?" Tony smiles, dead-tired. "No worries, mate."

The yacht club knotmeter went over 50, and we were convinced it blew 40-45 at the finish and even a bit more going home. Noel Brooke won, Poddy O'Donnell took a second and the series lead.

Another lay day is followed by another cancellation after it blows 26 knots before the start. The next day the Committee, anxious to complete the series, calls for a 10:00 start. It's light air — Whooppee!!

Poddy O'Donnell had to finish twelfth or better to win the World Title, and did so with a tenth. Dave Curtis and John Savage (past and current world champions), battled it out for second and third. Our race was for anywhere between 4th and 11th, and a fifth place finish gave us 5th in the Worlds, which we were very happy with.

Australian hospitality was absolutely fantastic; the beer great and the natives very friendly. I'm sorry we couldn't stay longer, but we had to come home to rain, winter and bills. My most important goal in sailing was fulfilled, we had a great time!

— vito bialla

The Etchell 22 Worlds will be held on San Francisco Bay in 1982.

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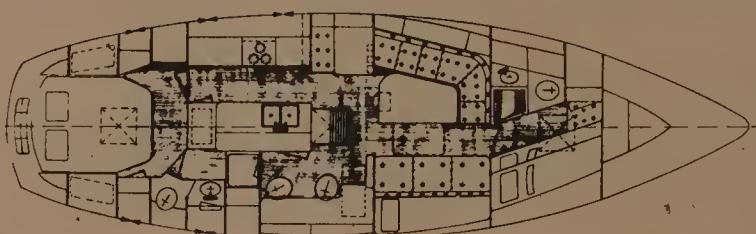


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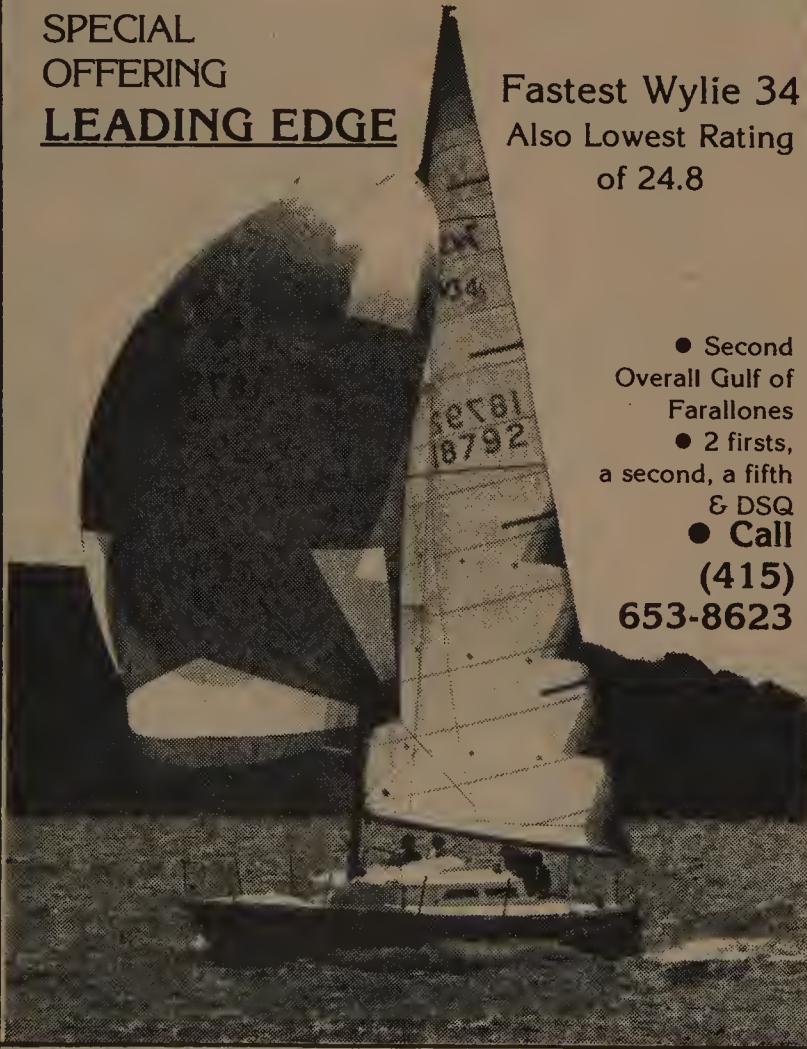
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Since we've been covering Northern California sailing and sailors the last several years; one of the most enjoyable events for the participants has been the MORA Long Distance Race. We've always figured that it's had the ingredients to be a genuinely great race if only a few more boats and folks could be attracted to it — especially those folks from Southern California. Consequently, with the help of the MORA folks, we're going to be running a four part series on the MORA Long Distance Race.

This month we'll start with the history of the race. April will cover the weather and tactics on the course. In May, we'll discuss cruising possibilities for the trip back, and June will feature race preparations, safety tips, and interviews with the entries.

Stay tuned and sign up!

Over the fifteen years that MORA has sponsored a long distance race, it has always finished south of Point Conception (except once, in 1977). The destination has changed — Newport Beach, Ensenada, Catalina, San Diego — but it has remained the "longest midget ocean race in the world."

MORA (Midget Ocean Racing Association of Northern California) came into being in its present form in 1965. The following year was the first long distance race to Newport Beach. Of the 23 boats which started, two were dismasted before they reached the Golden Gate bridge (both were "guest" trimarans) and three others withdrew along the course. The first overall was Wayne Kochner's *Sally Lightfoot*, a Cal 28 which completed the course in 4 days, 15 hours. The last two boats to finish — *Nimbus*, a Cal 20 and *Wild Side*, an Islander 24 — arrived in Newport on the 7th day.

The winner of the race, and each long distance race since, has been awarded the Bernard Gilboy Trophy donated by Johnson & Johnson Company. If you do not know who Bernard Gilboy was . . . he was the first man to singlehand a 19-foot sloop with a 6'6" beam from San Francisco to Australia. The MORA historian describes Gilboy's finish:

"After broaching to and capsizing in mid-ocean with the loss of his mainmast, mainsail, compass and watch, after a swordfish pierced his hull and he lost his rudder, 162 days out from San Francisco, Bernard Gilboy was picked up exhausted and starving off Queensland, Australia, having sailed nearly seven thousand miles without touching land. The man to whom the 'sea had a peculiar charm' when he sailed out the Golden Gate August 18, 1882, and who was reduced to eating sea birds and finally barnacles, when asked by the master of the schooner who picked him up what he would like, replied, 'some hardtack and molasses'."

The second year MORA raced to Newport for the Bernard Gilboy Trophy, the same Cal 28, renamed *Cumulus*, won the race skippered by Art Biehl. In 1968, the race was a bit rougher, but much faster. Of the 14 starters, the winner on corrected time was *Sopwith Camel*, a Cal 20, but that doesn't

describe the race. Bill Clute's report fills in the details. *Lure*, a Coronado 25 skippered by Wally Evans lost his mast at the start, borrowed one from a boat belonging to a friend and started two hours later. The ironic part was that it turned out that the mast was taken from the wrong boat!"

"The only rough spot was Conception. *Cumulus* lost her tiller and rigged up a substitute with hose clamps, vice grips, and plenty of suggestions."

Jema II broke her boom — to many this would have been enough, but not to the Corletts. They sawed the bent part off, drilled and tapped new fittings on and finished the race with a beautiful half boom."

"Poor *Jema II* — a water leak caused her to lose her dehydrated steaks, meat dinners, etc., but Kirt Brooks on *Tastus* assisted (they had two way radios) describing in detail what the cuisine aboard *Rastus* would be every evening.

In 1969 the race started as a drifter — then south of Conception the wind filled in for a wild ride and dropped at the finish. That must have finished off the Newport Race, for at the fall meeting, "Don Goring made an impassioned speech for the acceptance of an Ensenada Race for 1970. This would replace the Newport Race. A motion to adopt the Ensenada Race for 1970 was passed."

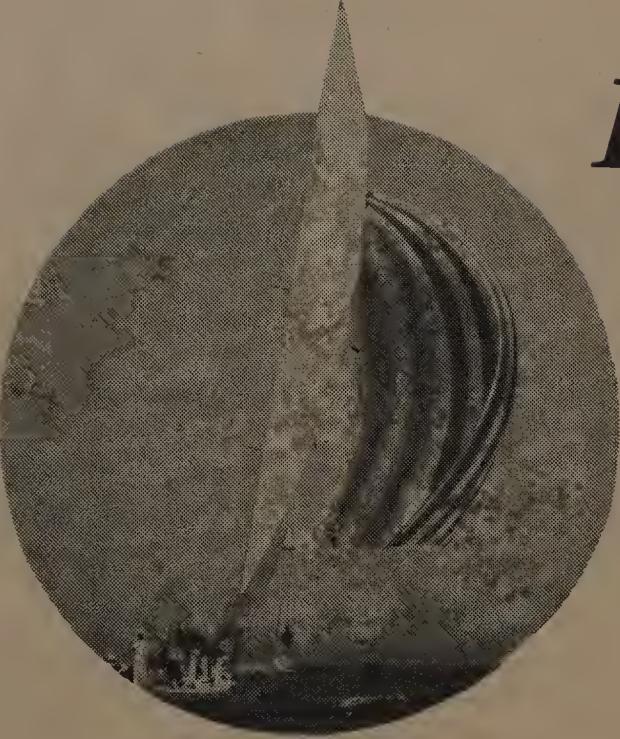
Promotion for the 1970 race enticed 22 skippers to race to Ensenada. "Forget the fog, the Farallones, the broaching, and cold green seas; start your sheets and go like the hammers of hell for the blue water 40 miles offshore. The third day out it's sunshine, stars at night, warm gentle winds, and thoughts of Old Romantic Mexico."

The 1970 race was a 4 day, downhill slide so it was decided to repeat it in 1971. This time, Hal Palmer in his Excalibur 26, *Idyll*, won first overall on a corrected time basis.

The destination in 1972 for the longest midget ocean race in the world returned to Stateside with the San Diego Yacht Club putting on a most cordial welcome. Because of the popularity of this race and the friendliness of the San Diego YC, the long distance race finished there for the next three years. Then in 1975, Race Committee Chairman Bob Hunter proposed, and it was agreed, to return to Ensenada. A floating match at the finish put *Red Fox*, a Ranger 23, into a corrected first with only 8 of the 11 starters finishing.

A few inconveniences in Ensenada and the necessity of returning at least to San Diego to get boats trailered back to the bay area brought the decision to return to a Stateside finish for 1976. Cat Harbor on the back of the isthmus of Catalina, where the California YC maintains minimal facilities for members and guests, was chosen for the finish. It was a fun race — the year of the Santa Cruz 27's — with Charles Gautier skippering *Le Sunset* to first overall. But, after the race, several skippers suggested redesigning the race with an upwind leg as an equalizer and the finish north of Pt. Conception to make returning to the bay easier.

So, in 1977, it was off to Morro Bay via Chimney Rock and the Southeast Farallones. It was a typical MORA long



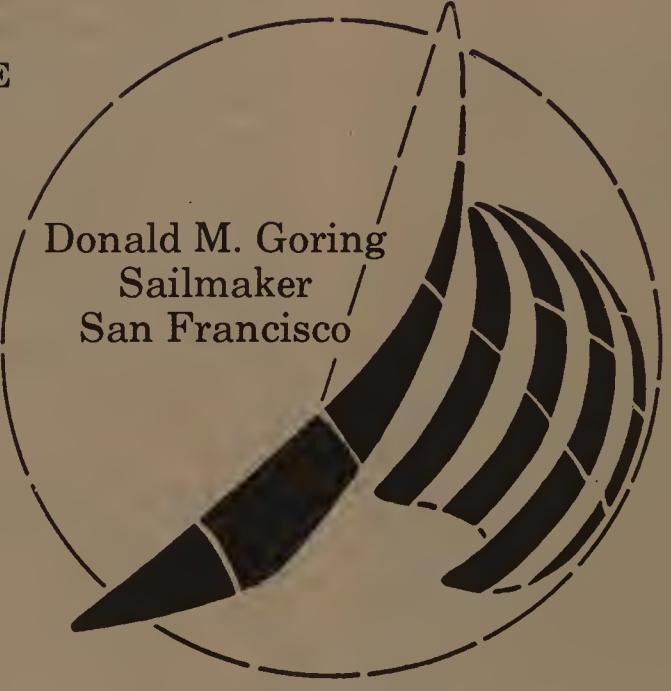
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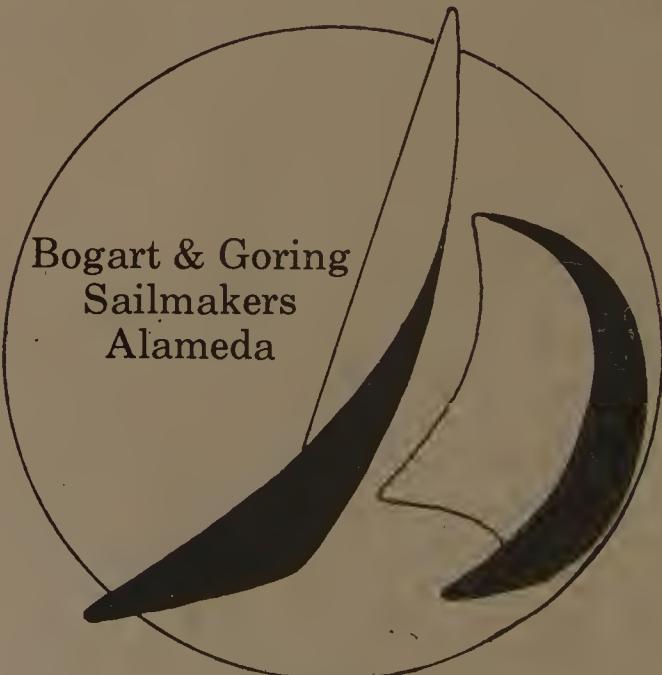
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1980

HISTORY

distance race with light airs at the start and finish and white water, 35 knot winds with alternating moments of exhilaration and stark terror in between. The race was won by *Kamala II*, a Ranger 29 skippered by John Accord.

In 1978, the warm memories of San Diego and the San Diego Yacht Club seemed to make the rounding of Conception worthwhile and so it was. The race was won, in correct time, by *Predator*, a Hawkfarm, skippered by Paul Altman. *Banana Republics*, a Moore 24, was first to finish in the record time of two days, 23 hours. Equipment damage was heavy that year, with *Kamala II* and *Trollop* suffering from bent rudders plus the normal complement of bent and broken booms and spinnaker poles. Navigation was a problem for the lightweights that year since their knotmeters were either pegged or out of the water and boats surfed at over 20 knots for minutes at a time.

San Diego's Yacht Club Hospitality was what everybody remembered — and more, so the choice for 1979 was easy and quick. The 1979 long distance race was uneventful and mild as MORA races go, with *Yellowbelly*, a Santa Cruz 27, skippered by Don Radcliffe, taking top honors.

The destination for 1980 for the "longest midget ocean race in the world" will be once more San Diego. It will start on July 4th at 10:00 off Bakers Beach when a new chapter in the history of this successful event will be written.

1980 MORA Long Distance Race

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For more information, please contact

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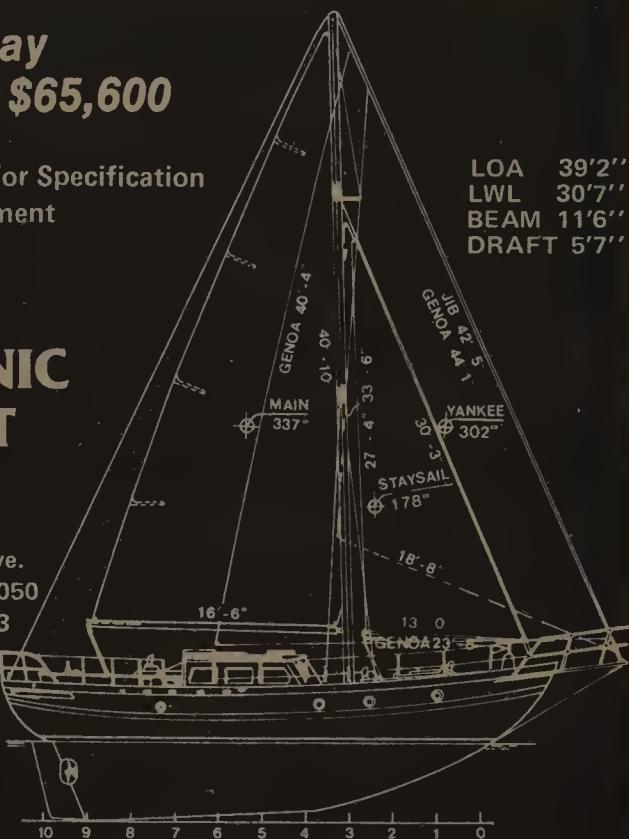
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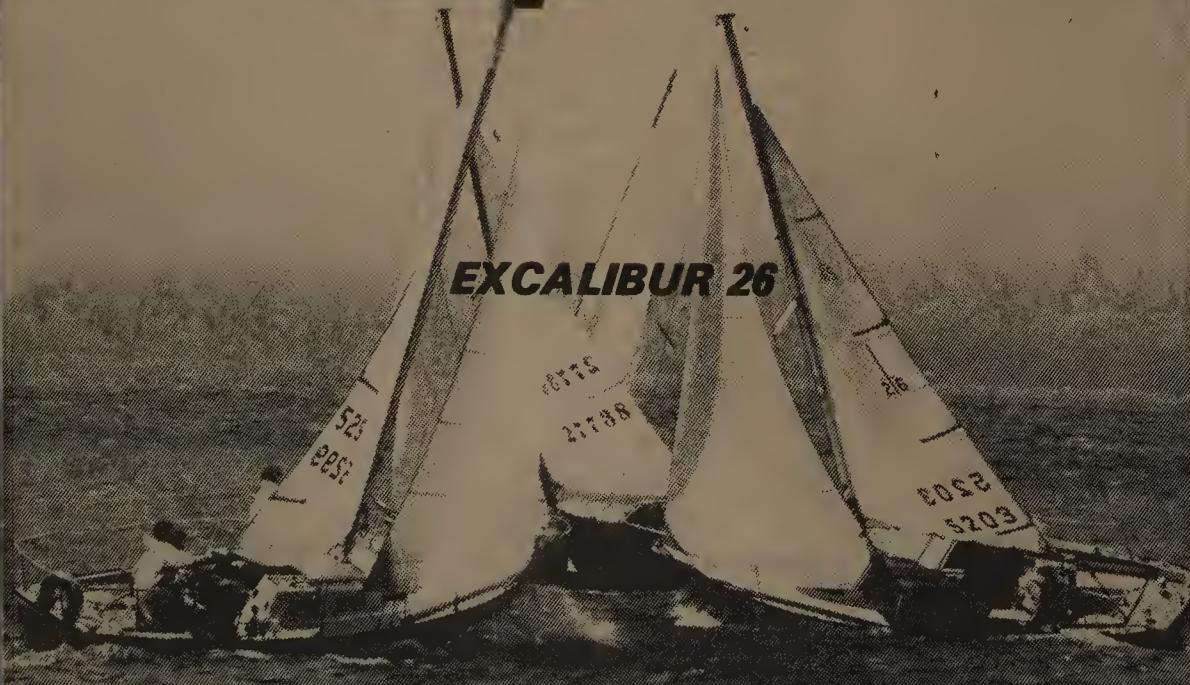
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SHERRYL LEE, 1976 model with white hull and decks. Equipment includes Gemtronics VHF, digital sounder, electric bilge pump, shore charger, and alcohol stove. Quiet Honda 7.5 hp outboard. Anxious \$13,500. Call Andrew Pitcairn (415) 523-3707.

CHASED, 1969 model, blue hull; \$2,000 paid 11/78 for 4 Eclipse sails, including outstanding green/blue spinnaker. Asking \$10,000 with haul-out and bottom paint. Partners motivated. Dick Anderton 937-3300 or 658-5501.

CRUISING TEETH

What could be worse than a toothache at sea? Can you think of any non-life-threatening emergency that could be more miserable, more debilitating or more of a threat to your ability to function? We thought not! So here is a brief checklist of some ways that you might deal with the little bugger that is making you yearn for a more peaceful way to die.

Prevention: The best remedy for any emergency is to prevent its occurrence in the first place. See your dentist before embarking on a long cruise. You wouldn't put to sea in an unseaworthy vessel, so why should you or your crew be different? Don't put to sea with an unseaworthy body.

For those of you who are like me — I take care of myself and never have tooth problems until I am at least 2,000 miles from home — here are a few emergency situations and treatments that a non-dentist might be able to handle:

Materials: temporary filling material: this is usually a powder & liquid "zinc oxide and eugenol" cement called "Z.O.E." It can be mixed to any consistency from very runny to very thick. It has a sedative quality for your tooth and is not a harmful drug. You will have to obtain it (and a "mixing lesson") from an amenable dentist. **Antibiotics:** ask your dentist for a prescription. Penicillin is usually the drug of choice for infections in the mouth; erythromycin for people who are allergic to penicillin. **WARNING:** these are dangerous drugs — that's why they require a prescription. Don't ever be a nice guy and offer your prescription drugs to someone else. You would be practicing medicine without a license and would be liable for any resulting problem.

You also need some emery boards or medium grit sandpaper, and a mouth mirror.

Broken Teeth & Fillings: The problem here will probably be sensitivity to heat, cold and food, jagged edges and a gaping hole that your tongue can't stop playing with. To treat it, 1: Look at the tooth, clean it out and try to remove any loose pieces of food, silver, etc. 2: Smooth the sharp edges with your emery board or sandpaper. 3: Mix a thick mixture of Z.O.E., to the consistency of putty, dry the tooth with cotton or tissue and place the cement in the tooth. **IMPORTANT:** Bite into the Z.O.E. while it is still soft to eliminate any excess material. Do not leave the filling "high" or the tooth will become tender and sore. If it hardens before the excess is removed, you must trim the excess away. If the tooth has broken in such a way that a temporary filling will not stay in, you will have to settle for smoothing the edges to avoid abrading your soft tissues and enduring the sensitivity. If the tooth is not sensitive, you would still be wise to place a temporary filling in it. This will avoid forcing food into the hole, wedging the cusps apart and breaking your tooth.

Dislodged Crowns, Caps & Gold Inlays: Dislodged gold inlays (gold fillings) can be treated like lost silver fillings, but save the gold. You might be able to have it recemented at home and thus save the cost of new foul-weather gear. A crown (cap) can be recemented with the Z.O.E. cement. Mix a loose mixture, the consistency of house paint. Place this in

the crown and then place the crown on the tooth. Be sure it is seated all the way and not sticking up higher than normal — you should place it on once without the cement for practice. If it is too high, remove it before the cement sets, clean it and the tooth off and try again, perhaps with a less viscous mix.

Chipped Teeth: Just smooth off the sharp edges and make the tooth comfortable.

Infections, Abscesses: These are serious problems and can be real threats to your health. They are usually accompanied by swelling, fever and pain (LOTS of pain in the case of an abscessed tooth.) Take the antibiotics in strict accordance with the instructions on the bottle, typically "two tablets every six hours for one day, then one tablet every six hours until gone." **IMPORTANT:** Once you start taking the antibiotics, you must continue until they are finished, or else the infection may recur as soon as you stop. Discuss this treatment, including possible side effects and adverse effects, with the doctor who writes the prescription and, again, DON'T SHARE IT! Your act of kindness could kill a person who is allergic to the drug.

Pain: This calls for personal discretion. Is the pain really a threat to your life or just a major annoyance? Are you better off with the pain or with the side effects of potent pain-relieving drugs, e.g. drowsiness, nausea, loss of reflexes and balance, etc? You will have to decide based on your own constitution, the presence of a crew who can take care of both you and the boat, your proximity to help and so forth. Good luck! You have our sympathy.

Fractured Jaw: As with any bone fracture, this calls for immobilization of the fracture, bed rest and professional attention as soon as possible. Turn for the nearest port.

Liability: You can be expected to be protected from liability by a Good Samaritan Law provided, 1: you are in the United States or some other country that has such a law and, 2: you restrict your treatment to first aid at the scene of the accident. Don't do too much and don't treat non-emergency problems. And, again, DON'T TREAT WITH PRESCRIPTION ITEMS.

Here's hoping that you never have to use any of this information! See your dentist, use dental floss and have a good voyage.

— richard e. leeds, d.d.s

Having emergency dental supplies aboard your cruising boat can indeed come in handy. A boat we were on in the Sea of Cortez had such supplies enabling one skipper to get his broken filling repaired before it caused serious problems.

OUT OF MY MIND



"I love them all too much."

Amy, yes it was Amy! Her remarkable victory, her unique sailing style, and her beautiful face gave me possibility for drastic change in my approach. In one year, "Out of my mind," has become well-known throughout whole America — let's say from Sausalito to Berkeley — as a tough, ugly, aggressive, slanderous and desecrating lampoon. But writing about girls, gals, and flappers — I can't go on this way. First, because I have for them lot of respect; second, they are too powerful; third, I love them all too much . . .

Young Amy did more for women, especially women singlehanders — than all other women. And she did it with style. "Never so few did so much" as fat Churchill said; (he was a sailor too.) But Amy was not first. And she is not alone. We have thousands of women under sails around whole world and present edition of "Out of My Mind" is dedicated to them.

Herewith I am reefing my scoff, and lifting up my attention. I am removing my horns and extending my heart. girls, flappers, gals!

Women have been sailing with us for centuries, but nowhere else are their rights and achievements so imperceptible as under sails.

"She will be a cook," is an ugly, but so common phrase. It sound like a verdict of court. It stinks miles against the wind. Navigator? To smart a position for her, Bosun? Too weak! Mechanic? Too difficult for her! But cook — Just perfect!

Sailing magazines all over the globe are full of such advertisements like this:

CAPTAINS needed for 40' to 60' charter sailing yachts in Caribbean! Individuals or Captain/Cook couples. Send resume and photo to: Caribbean Texas Charters, 1500 FM Road 2094, Kemah, TX 77565.

Probably only women, this really

VIVE LA DIFFERENCE



"weak sex," know what means to be a cook on the sailboat. What it means to cook under the deck in bad weather for a dozen of male hungry beasts.

I was once a cook during races on big schooner (40-footer *Neptun*, 1961, on Baltic Sea,) and these 5 days as cook were a perpetual nightmare with flashes of hell as side orders. Never more! Rather infamy, death or something worse.

"She will be a cook . . ." Yes, she will be, because she loves sea, she loves sails, and probably she loves her skipper (unfortunately.) So she is going to accept all injustice, all pain, and perpetual cook duties. But the question is how long will she? How long all these

LONG LIPS FOR GIRLS!



The sailors life: wine, women, and shackles.

beautiful, long-legged, full-breasted, heart-breaking, skillful, intelligent, well-educated girls, teenagers, women, grandmamas will accept our unjustment and tyranny?

Joshua Slocum, who was not only great sailor but also reflective observer, wrote in his *Sailing Alone Around the World*,

"Soon we can expect a generation of women-skippers, which will happen for sure, if we men will still repeat that there is no place for women at sea . . ."

There was Aga Muler — 16-year old German girl, who sailed alone over ocean. She sailed a small 16-foot boat on Atlantic, steering alone to African coast in 1950 when her father died dur-

ing voyage. And she did it excellent.

Ann Davison was the first woman who crossed alone Atlantic, sailing from England to America via Canary Island on her *Felicity Ann*. And she did it despite losing her husband during sailing in La Manche channel. *My ship is so small* — her account of the lonely passage became well-known in whole world, as did her 23-foot sloop.

She won and we lost. We lost our face. How can men pose any longer as heros, as Vikings, as supermen? How can we any more scream and roar, "I did it!" after singlehanded Atlantic crossing, if 38-year old Ann did it without roaring, but smiling and with a woman's charm?

There were other women: crewmembers of famous cruisers, singlehanders, crew on tough races. But soon we found an antidote, a kind of tranquilizer and pain reliever — women can sail, but they can't beat us. Present boats are so seaworthy, food so energetic, navigation so simple, liferafts so safe — that sure, girls can survive on the ocean, but they are powerless and harmless to beat us.

Marie Fauroux ruined this myth. Participating in 1972 OSTAR, she did something new. Instead of just "surviving on the ocean" (like two other women participants did), this tough and pretty woman sailed fast, brave and successful. She attained 14th place (7th position handicap) beating 40 boats! Marie Fauroux beat 31 men, including my friend Chris Baranowski, a famous circumnavigator and excellent racing sailor. This was something new and it cost men many cocktails, pipes and hours in club bars before able to find another (New! New! New!) tranquilizer — alias pain reliever.

Girls are short; this was new magic formula. Women can do pretty good in ocean but never are they able to be a real sailor and sail alone long distances, like around globe or something. That is only for us boys, for us Vikings, Masters, Giants (why not?). So still we are Kings of the Ocean Roads. 'Skol,' 'Prosit,' 'Gesundheit,' 'Na zdroovie!'

But we lost this round faster than we could expect. And it was (as before,) also bolt from the blue. Naomi James circled the world! Even worse, she did it unbelievably fast, safe, and with only one stop — despite self-steering gear failure and other difficulties! So once again we men sat in bar corner and discussed whole affair to find new, universal formula. And it was sound.

Women at sea are great: perfect

OUT OF MY MIND

navigators, great companions, excellent sailmakers, wonderful mistresses, perfect skippers, and good cooks (too)!

Not only the Muler's, the Davidson's, the Fauroux's, the James', or the Boyer's — there are thousands of them on all oceans and seas. Not only has U.S. Navy got beasts recruiting women, but countless women fisherpersons in Russian fleet have made it sexy and coquettish since long time. Oceans are no more men's "Last Frontier," — they have become territories of, let's say, peaceful co-existence.

We like to see women on the ocean. Women sharing with us boat, even berth. We even like to stay as close as possible with them. It was found in Europe, long time ago, that in mixed crew, even one woman works a miracle, making all men clean-shaven, nicer dressed and clean their language

drastically. Because of women on boat our sailing is more interesting, themes of discussions and conversations more broad, life more colorful.

Since sailing with these fantastic creatures, we must try to understand them and know their strong and weak points. Know their physical and mental singularities. Just as with men, from women we can never expect too much, and must be as realistic as this fellow who wrote the following advertisement — which was so nice I was unable to resist making a copy when I saw it in Papeete:

SAILING QUARTERS AVAILABLE: For attractive 19-year old Vegetarian Female Virgin beginning Monday, August 15. Inquire Dock F-2.

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tastic! If the salt is a nature of ocean water — you are the salt of our lives. Let's go together, under sails, to wonderful and mysterious world of yachting. Go as skippers, mates, mistresses, but not as cooks. As least not as cooks only! We can't live without you any single day — because of your charm, your sweetness, and attraction. But regardless how good, fast, hard you are sailing, we must remember that it is still a big and substantial difference between man and woman. You are short of something we have, and we are short of something you have.

And as in this well-known French anecdote, I would like once again to emphasize it: Yes, *between man and woman still is a very substantial difference* so let's honor the difference toasting "Vive La Difference!!! And Long Life for Sailing Women!!!!"

— andrew urbanczyk

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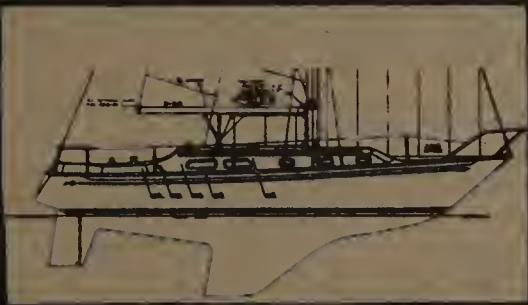
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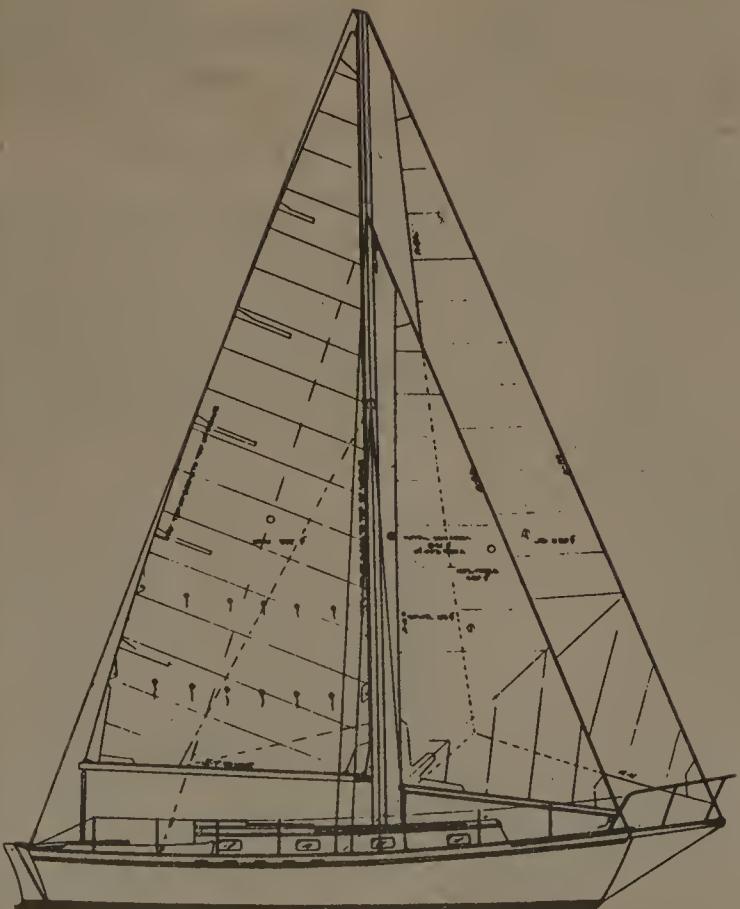
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Amy Boyer's tape recorder broke during the second leg of the Mini-Transat. These are the notes she made along the way.

Financing that race as well as the upcoming Singlehanded TransPac is tough for a 20-year old, so Amy is offering her services as a speaker to any groups which may be interested.

My tape recorder is broken! So, I must write. the worst part is no music!!! I managed to get it to run intermittently but I still can't listen to a tape.

This has been a good trip so far. This is my 4th day out and no problems, I might even get to read this time. I am trying to push the boat although my big hope is that the high came and camped on the fleet to give me enough time to catch up. I am 7 days behind Brigitte, but she is 4 days behind me from the first leg. If I can make up 3 days I'm in a tie for 1st Woman.

This morning I seem to be taking my own sweet time though. I will put up the spinnaker then steer all day till dark and then pole out my gennies. I saw a ship yesterday evening that was headed for Las Palmas. It gave me a position that I wasn't quite sure was right, but we'll see today. Yesterday had such large swells I wasn't sure of my shot. Today was another good day. I had the spinnaker up all day and I even got the Navik to steer with chute up. I'm impressed with the vane.

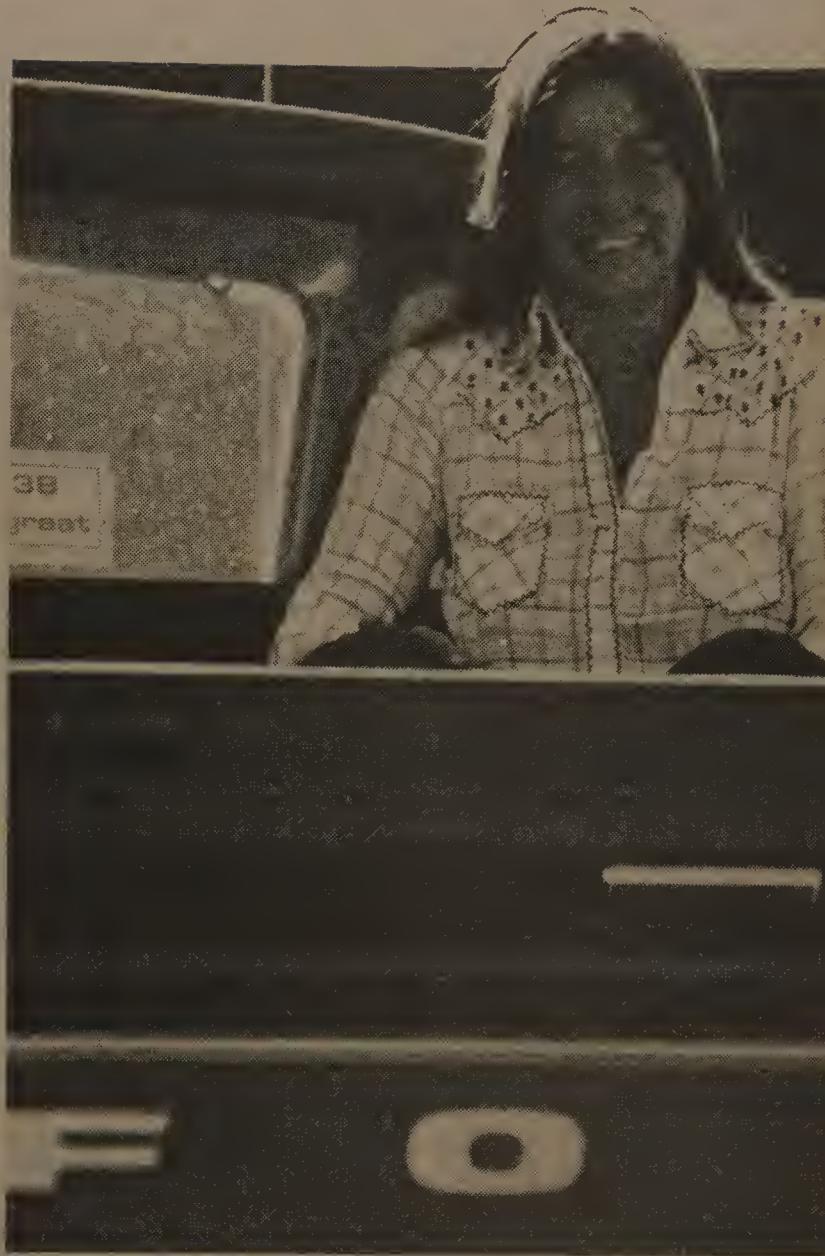
I just started to read *Come Wind or Weather* by Claire Francis, Scott sent it to me in Tenerife. I'm hoping I will see some boats this trip, otherwise it could be a very lonely trip. I haven't felt that lonely.

Thursday 11-8

Last night I had a hard time sleeping. I kept having nightmares. What was strange is that they were not on the sea, but all took place on land. It's been great though, I've been sleeping from 2 hours after dark until one hour before sunrise and only waking 4 times in the night or so (whenever I feel the boat slow or just now and then to check my course). One thing that prompted so much sleep is that my alarm clock broke. I've never slept so much in my life.

The air is lighting a bit now, I sure hope I'm not headed for the high, because that's not what I need! I would rather have a gale in the right direction.

I'm reading Claire Francis' book now, on her round the world race. I find I share a lot of the same feelings and attitudes toward sailing as her. As a matter of fact, almost identical. It's good to read about someone who is not into women's lib, but enjoys going out and doing things. It was quite hard on me in the beginning of the book cause she talked of good-byes from England and made me a bit homesick. But now that she's at sea I can read with ease and it only makes me feel good with the joking at sea and things paralleling my trip.



Amy wanted to extend her public thanks to those who helped her including the John Beery Co., DeWitt Sails, Tradewind Instruments, Steve Seal, Chuck Gorman, Chuck Burns, Wilderness Yachts, and everyone who made it possible.

Friday 11-9

Today I saw my first dolphins, but that's all they did. They only said 'hello' then were off again. Aside from that the day wasn't great. I started off with blowing the spinnaker set, and then I slashed a deep cut in my heel. I did notice how slow the day went, I hope more happens tomorrow cause I will be stir crazy when I get to Antigua if I don't talk to someone on the radio.

Saturday 11-10

First week at sea. The wind seems to be dying a bit (I hope not) cause at this rate I would have been in Antigua on the 23rd of November.

Sunday 11-11

The wind died last night but it's up again along with my spirits! I was very depressed and lonely upon the celebration of my 1st week at sea. I'm hoping that will be the last I've seen

AMY'S LOG

of the high. I got my tapedeck working, I think that helps a lot with my morale. To hear voices besides mine is really a special event. It means so much to me that I've even stopped running my lights at night to save power for the tapedeck. Strange where your priorities lie at sea.

I have a break! For once the self-steering is driving the boat with the chute up. It's a good thing too, cause I have a bad case of the slows. I can't seem to do anything at normal speed, it's all very slow. I guess it's the weather being so hot.

Tuesday 11-13

Well the days are endless and slow, not so much my progress as the days themselves. For 10 days now, every morning I take a sunsight then put up the chute and steer til my noon sight. If the vane will steer I let it or I take the chute down then put it up again and steer til sundown when I put up the twin genoas. Not very stimulating. I keep planning my training program for when I get to Antigua cause I should be, from the chest down, totally soft and flabby and maybe fatter, too.

The only pleasure I get between dark and bed, besides reading, is eating. I'm lucky I didn't think I'd have a lot of time to eat cause I ran out of junk food already. Thank god or I'd be twice as big in Antigua.

My nerves are shattered as well, thinking, every minute maybe - just maybe, I can catch up with the tailend of the fleet. I've pushed hard these past 10 days, harder than ever before in my life . . . let's hope it pays off.

Thursday 11-15

Today and last night were far from boring. Late last night the wind began to pick up and I had my usual amount of overcanvas up when the first squall hit. I ran up on deck and took the pole off one of the jibs; the other had none on it, so I left it at that. The wind strengthened and I then went up and took one sail down and listened to the endless flogging of the other until day broke. Then I put the pole on it. Well, first mistake. The boat pulled to one side, then the main backed and the boat was held on its side. When I straightened it out I looked, with very little surprise or excitement, to see the spinnaker pole was in a 'V' shape. Oh well, I said to myself, that's what you get for pushing too hard, be glad it wasn't your mast! I do have another pole.

Then I was just about becalmed in the afternoon. I held off putting up the spinnaker cause I knew the wind would pick up any minute. So, I went below to try my favorite pastime, calling on the radio. "If anyone can hear me please answer". To my surprise someone answered this time! I asked for the GMT and found my clock was 7 seconds slow. Then I asked for a weather report and he said the usual. I asked 'What is that?' 'The tradewinds', he replied. All in all he did not really want to talk and was obviously not very helpful, so I said goodbye. It was short and sweet, but at least I talked with someone.

I proceeded up on deck and launched the chute only to

have the wind pick up one hour later. I broached several times and then thought it wise to take it down. Just then my self-steering stopped working, so I ended up drowning the spinnaker, but eventually retrieving it. I managed to get the self-steering straight, too.

Now soon the sun will set, to what kind of night, I don't know. We'll have to see.

I forgot to mention the strangest thing happened yesterday. In the middle of the Atlantic I found seaweed. Yes! seaweed. It was everywhere. I have no idea of where it came from so I grabbed a piece to show someone on land or they'll never believe it!

Friday 11-16

Today was just as interesting as yesterday. I woke to a 12-ft sea and only force 6 wind. It was too big a sea to put up the chute, so I settled for my twin jibs (minus the pole). I could only do about 5 knots on the average even with surfing down waves. Then it calmed enough to put up the chute and sure enough I noticed a mackerel sky which means bad weather approaching. It sure was, so down came the chute with a broach and up went the 110.

I hope my noon sight is good cause it put me 30 miles ahead of where I think I am. We'll have to see tomorrow though, cause the swell was huge today. I think maybe I can make this a 21-day crossing if all goes well from here. If I don't I will be very upset cause life at sea on a 21-ft boat doesn't agree with me. You see it's so hot I can't sleep at night and it's too wet in the cockpit to sleep, so I'm forced to be hot and very uncomfortable.

Time goes much quicker when I'm not steering and life isn't so bad cause I have plenty to do, but, when I'm at the tiller days drag out to no end! Tomorrow another week will be gone. To my relief it seems to have gone fairly quickly compared to the first week which took an eternity.

Saturday 11-17. Second Week.

Hurrah! I thought it would never come. If my sight says what I think it's going to say this afternoon I will, at this speed, be in Antigua in 6½ days.

I have heavy seas again today, why I don't know. I'm kind of glad though cause it's giving me more hope in getting there fast if the wind stays as it is.

Sunday 11-18

As I went through the usual day eating (too much), steering, sight taking, I was surprised by a ship! I was steering and just about to go below when I saw a ship a few miles off. I contacted her and asked her for the time and position. My clock was off 10 seconds this time! It seems to be losing 5 seconds a week. And my position was just a few miles off from his, so it's good.

Something strange has happened to me! A week ago I would have been ecstatic at the thought of talking to someone

on a ship. But for some reason it hardly fazed me at all. (Am I becoming a hermit?). I guess after 15 days I've learned to be even more self-reliant than before. I'm not quite sure it's good though, I'm pretty damn independent anyway.

I'm more or less in a state of nowhereness. I guess I'm in anticipation of what's coming . . . Has my pushing paid off? Or, am I a week behind everyone. I guess the idea that right now everyone could be in Antigua, makes me home - or should I say landsick. What will it be like. Will I still be a part of the race, or will people be planning to go home already. These thoughts plague my mind and all I can do is to reassure myself it won't matter, that either way I will have singlehanded across the Atlantic at the ripe old age of 20. That in itself should make me happy. But, I guess I'm always looking to better myself and I think next time instead of, as Richard of *Latitude 38* says "just going across", I'm going out for the win. If there's a next time.

One thing about ocean racing that bothers me . . . I'm a health nut and something tells me just sitting around and eating does nothing for your health. Maybe a north Atlantic crossing would be a little more my speed. This tradewind stuff is great, but I can't handle the same old thing for too long.

Monday 11-19

Along with the wind my morale left me. Last night the wind died to a whisper, leaving me to just 2 or 3 knots of boatspeed. . . only 530 miles to go and the wind dies. I guess it just wasn't for me to have the perfect fast trip.

I cried for a half hour or so, then decided to clean the boat up because it might make me feel a little more comfortable since I am going to be longer than expected on this trip.

I just spotted something on the horizon and I think it's a sailboat. It must be motoring cause there is no spinnaker. I'm hoping it will be *Majesty*, a boat I met in Tenerife who said they'd keep an eye out for me, cause I'm really in need of water if the wind stays like it is. I only have a few gallons left. This is my most exciting moment of the trip!

A sailboat is something I would enjoy talking to, because they're more aware of what is going on with me. I keep wondering if it's not my imagination though, because it keeps disappearing over the horizon and then coming back again.

The most beautiful thing just happened. The sailboat I saw today motored up to me and it was a Swedish boat called *Barcarloe*, with 9 people on board. It was beautiful under sail and motoring to chat with me, to say hello. They asked the name of my yacht and then we exchanged other information and when I said I was alone I heard a roaring round of applause, it was wonderful. They asked if I needed anything and since I was low on water I thought I would ask for some. So they filled some bottles and threw them to me. They ended up breaking, but it's the thought that counts. The boat's owner is Buster.

Wednesday 11-21

Today I picked up a hitch-hiker. I sat in the cockpit doing my navigation when a tiny black and beige bird circled the boat. She fluttered around trying to get on the boat. First she tried to land on the wind vane but found that it moved. Then she landed on the spreader, but found it wasn't inviting. So, she decided she would try and land closer. She hemmed and hawed and then landed on the lifelines. There she sat except for one flight around the boat. The bird came to me and I held out my hand, and she lightly stepped on to it.

Thursday 11-22

This morning I awoke to find my little friend who roosted below on my gear hammock had died. I guess I was her only hope for rest. If only she knew that in a few days she would be on land if she hung in there. . . But then again, life is full of "if onlys". I am sad, not only cause' she died, but the wind has done no better. So, it looks like Saturday it is, and not Friday as I expected.

Last night I saw lightning all around, so I grounded the boat with a battery cable connected to my upper shroud. If lightning strikes I hope it works.

Friday 11-23

LAND HO!! I saw it when I was having my doubts about where I was, so I took my RDF out and was waving it around and to my surprise I saw Antigua as big as life. "You dummy", I cried, "why don't you just open your eyes!"

Amy arrived to a tumultuous welcome from fellow competitors as well as the rest of the boat's in English Harbor. For the next several days she felt as though she were "walking two feet off the ground."

Self-portrait halfway to Antigua.



SIGHTINGS

islander 28 owners!

The Islander 28 Association was started in 1976 and has grown to include 50 members representing 42 gorgeous, fast, fun-loving, family-proof Islander 28's. We'd like to extend to you an invitation to join us for some damned good racing, cruising, comaraderie and just plain old "helluva-good-time"ing.

We have great plans for 1980, including: YRA racing with TWO! fleets (spinnaker and non-spinnaker); bay, delta and ocean cruises; seminars on navigation, piloting and seamanship; awards dinner and other forms of social land duty.

Our first cruise was February 22 & 23, and our first race is March 15 & 16 so hurry! Come join us!! If you want to know more, just call or write to me, Sandy McKean, 42 Summit Drive, Corte Madera, CA 94925. My day phone is (415) 545-3214, evening phone: (415) 924-3701.

big boats

The St. Francis YC also wants to announce the 17th Annual Invitational St. Francis Perpetual Trophy Regatta — also known as the Big Boat Series. This year they'll be back to six trophy series; the St. Francis for maxis, the City of San Francisco for not quite maxis, the Atlantic for 33' to 39.9' IOR rating boats, the always competitive Keefe-Kilbourne for Two Tonners, the Richard Rheem for 29' to 32.9' IOR rating boats, and for variety, the Albert T. Simpson for Etchells 22s.

What if you have a hot IOR boat and want to be invited? The St. Francis suggests that you write their race committee care of the St. Francis YC, On the Marina, San Francisco, CA 94123. Dates for the Big Boat Series are September 15 to 20.

Interest in the Big Boat Series has been vacillating. At first it looked like there would be a maxi division for ultra-lights and displacement maxis. Then it looked like just ultra-lights with *Ragtime*, *Drifter*, and *Merlin*. But now it looks like the Australian 77-foot *Siska*, and Kialoa sistership, *Jader*, and others are interested in coming. We'll keep you posted.

annual wheeler regatta

March 29 and 30th, the Berkeley YC will sponsor its annual Wheeler Regatta, a traditional tune-up for the upcoming YRA season. Last year's regatta featured 92 entries, including one-design starts for Catalina 30s, Santana 22s, and Starts. All yachts that qualify for YRA and SYRA are invited to race Saturday's two long races and Sunday's long race. There is dinner at the club on Saturday night.

Entry forms can be obtained at the Berkeley YC, or by calling Cesare Galtieri at 256-1193 during the day. Entries must be in by March 21, 1980.

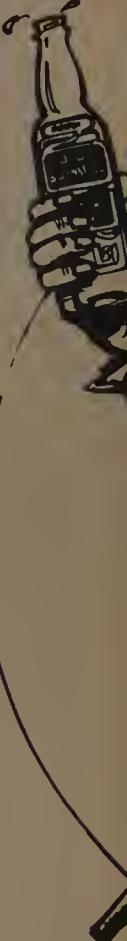
Rollo Wheeler was a well-known yachtsman and member of both the Berkeley YC and St. Francis YC. His brig *Rendezvous* was a familiar sight on the bay until Rollo and his party were lost off the Sea of Cortez in 1969.

from the
imagination that
brought you
the pet rock

That's right, it was Gary Dahl, originator of the Pet Rock who came up with the "Great St. Patrick's Day Imbibe and Jibe Marathon Relay" for the Metro YC; a race whose purpose seems to be getting as many drunk sailors swimming in the estuary as possible.

The basics for the race are as follows: anyone with a 4 person (2 male, 2 female) team and an El Toro can enter. The course is from the Metro YC to the Rusty Pelican and back, and each 2-person sub-team must make a crossing.

Now for the meta-basics: "All El Toro Sailing Yachts, with mains, mizzens, topgallants, and stays'ls rigged and ready for the start shall be tied alongside the M.Y.C. guestdock while relay team members shall be poised inside the M.Y.C. bar for a Le Mans running start. At the sound of the gun the first member of each relay team shall down a full shot of good Irish whiskey, run to his or her boat, untie the dinky craft and singlehandedly set sail for the far shore and relative safety of the Rusty Pelican guestdock where the boat shall



uc extension

Here's something for you racing zealots. The UC Berkeley Extension Center is again going to offer a two-day seminar in 'Yacht Racing on San Francisco Bay' — a seminar which was a super success in the past. Judging from this year's instructors — Ed Bennett, Tom Blackaller, Jim DeWitt, Steve Taft, Gary Weisman, and Tom Wylie — it's got to be good.

The Saturday session focuses on "universal keys to racing success regardless of boat or locale." The Sunday session "centers on information peculiar to the San Franicsco area." There will be slides and films to illustrate lectures, and discussions afterwards.

The date is March 29 and 30, the location is Richardson Hall, UC Extension Center, 55 Laguna Street, San Francisco. The fee for the two days is \$50. You can reserve space over the telephone by calling (415) 642-4111 in Berkeley or (415) 861-6833 in San Francisco.

time is running out

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Better do it right away.

changes in singlehanded farallones race

In previous years, the popular Singlehanded Farallones Race has been held the day before Easter. Not this year. The date will be April 12, the time 1015, the starting line off Presidio Shoals, and the finish line off the St. Francis.

For once the tides look to be very favorable. The tide book predicts slack water at 1056, a 4.7 maximum ebb at 1350, and a 4.2 max flood at 2027. Should be very helpful.

Entry fee for the race is \$20 for non-Singlehanded Sailing Society Members, and is prepaid for society members. The entry deadline is Wednesday, April 2 — that means by the time you read the next *Latitude 38* it will be too late to sign up. A skipper's meeting will be held at the Island YC April 9, and a trophy presentation also at the Island YC on April 13th.

Entry forms are available from Mike Herz by calling 441-1120 or Mike Rettie at 521-1176. Both monohulls and multihulls are invited to participate.

be secured before the skipper scampers to the cozy warmth of the bar for yet another shot of Irish. Draining the second shot dry the sailor shall then return to the boat, untie, and set sail for the M.Y.C., there to resecure and run up the stairs to the M.Y.C. bar for the third and final shot. The second team member shall then repeat, then the third, and the fourth. The first team to get all four members across the finish line shall be deemed the winner.

The entry fee for each team is \$30.00 — but wait a minute, that includes all the Irish whiskey that you're required to drink in the race, plus "I survived the Great Pre-St. Patricks . . ." T-shirt that commemorates the event. There will be prizes for the winners and losers, mostly more whiskey.

Deadline for the entries was supposed to be March 3rd, but we've got it on good authority that you can still get in right up until race day which is Saturday, March 15th. Just be persistent.

Call the Metro Yacht Club at (415) 832-6757. And if you can't enter, be sure to come watch.



Santa Cruz Yachts

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30' YANKEE. 1973, Full Electronics, Atomic 4 Inboard, Seven Sails including Spinnaker Gear. \$35,000
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19	Sloop	2,400.00	28	Columbia	18,000.00
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22	Columbia	5,500.00	30	Custom C&B	39,500.00
22	Santana	7,000.00	30	Lancer	34,000.00
23	Santana	. . . . .	11,400.00	30	Controversy	. . . . .	38,000.00
23	Ranger	. . . . .	14,500.00	30	Santana	. . . . .	35,500.00
24	Pearson	. . . . .	7,800.00	30	Rawson	. . . . .	30,000.00
24	Pearson	. . . . .	8,500.00	33	Ranger	. . . . .	46,000.00
24	Islander	. . . . .	7,500.00	35	Ericson	. . . . .	46,600.00
25	Flur Blue	. . . . .	11,000.00	35	Santana	. . . . .	49,000.00
26	Seaquest	. . . . .	8,450.00	36	Islander	. . . . .	50,000.00
27	O'Day	. . . . .	22,500.00	42	Motor Sailer	. . . . .	61,000.00
27	Santa Cruz	. . . . .	17,900.00	44	Bounty	. . . . .	115,000.00
27	Santa Cruz	18,950.00	44	Angleman	70,000.00
27	Santa Cruz	20,000.00	50	Herreshof	215,000.00
27	Santa Cruz	20,500.00				

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\$249.95
without
antenna

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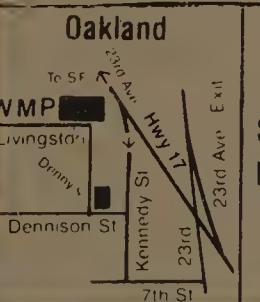
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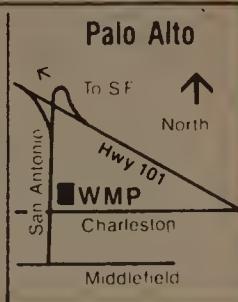
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SIGHTINGS

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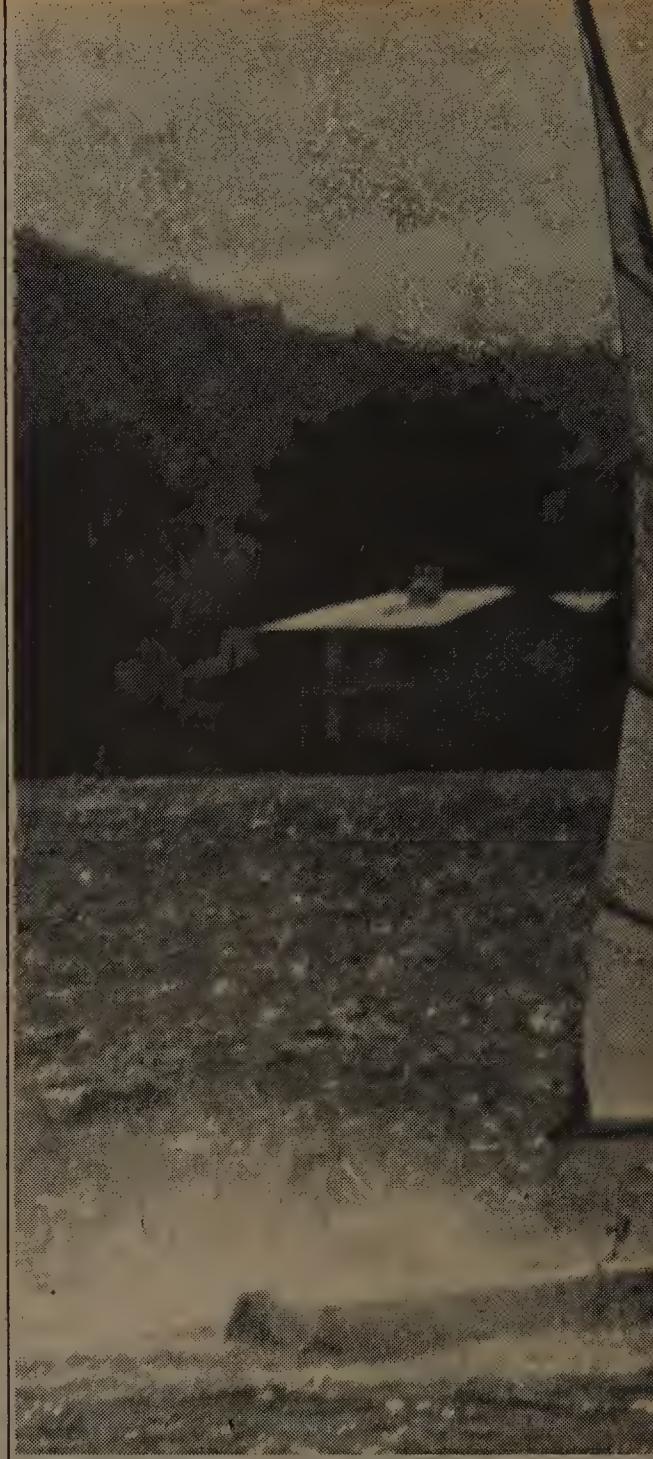
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paid up

Karl O. Burton, Hollywood
Dan Byrne, Santa Monica
Bob Counts, Sausalito
Samuel E. Crabtree, Antioch
Donald Eldridge, Atherton
Carl R. Elliott, Seattle, WA
Robert Sommers, San Diego
Peter Saltman, Sherman Oaks
Michael Kane, Newport Beach
Reginald Miller, Chula Vista
Kathy Senelly, Coronado
Leland Flint, Sausalito
Roy Haase, Madison, WI
R. E. Hayes, Stanford
John E. Hill, Montara
Michael Herz, Belvedere
James Herbert, San Francisco
Ian Kiernan, New South Wales
Grover Nibouar, Tahoe City
Randy Parker, Los Gatos
Howard Punches, Everett, WA
Lloyd Quinan, Olympic Valley
John Robinson, Mill Valley
John Sanders, Saratoga
Frank Shirley, Ventura
William Siegel, San Jose
Sam Vahey, Sausalito
R. E. Van Valkenburgh, Santa Maria
Hans Vielhauer, Penngrove
Judson Zenzic, Mt. Shasta
Linda Weber-Rettie, Alameda
Charles Kite, Marina del Rey
Charles Hawley, Oakland
Barry Horton, Newport Beach
Phillip Good, Blaine, WA
Bob Boyes, Oxnard
Amy Boyer, Here & There

Magic 57
Fantasy 40
Sanderling 25'
Catch the Wind 25'
Skol 32
Sea Sprite 32'
Bilakin 29
Uhuru 29
Crusader 29
Wild Cat 29
Erasmus 29
Luana Iki 29
Stormy Petrel 30
Whither Thou 30
Ariel 30
Kunu 35
Golden Egg 39
Maris 37
Outrage 24
Chasch Mer 50
Hawaiian Punch 36
Malolo 31
Courageous 28
Red Boat 29
Osiris 8 Ton
Isis 32'
Odysseus 37
Peaceful Quest 38
Mach Schnell 29
(pending)
Rough and Rettie 33
Hi-Flier 30
Slim 24
Pending 36
Catspaw 30
Saltshaker 24
Little Rascal 21
Columbia 29
Valiant 29
Golden Gate Sloop 29
Cal 39 Mark II 29
Pearson Vanguard 29
52' Trimaran 29
Miller 24' Catamaran 29
Cal 25 29
Farallon 29 29
Mega 30 29
Nor'West 33 29
Columbia 29 29
Ericson 35 29
Freya 39 29
Tasman Seabird 37 29
Moore 24 29
Santa Cruz 50 29
MacGregor 36 29
Mariner 31 29
Hawkfarm 28 29
Cal 29 29
Willard 8 Ton 29
32' Sloop 29
Ranger 37 29
Downeaster 38 29
Scampi 29 29
Yamaha 33 29
Newport 30 29
Moore 24 29
Cape Dory 36 29
Catalina 30 29
Moore 24 29
Wilderness 21 29



latitude 38

The Latitude 38 Photo Quiz is very simple this month. Where is the owner of this boat? Due to the simplicity of this

hurry, hurry

If you want to sign up for the inaugural sailing event of each year: the Monterey Peninsula's Ano Nuevo Race, you've got to hurry. The deadline for getting your entry postmarked is 2400 on Wednesday, March 5th. Even then you'll still have to hurry, because the race starts March 8 no matter if you're sailing IOR A, IOR B, PHRF A or PHRF B.

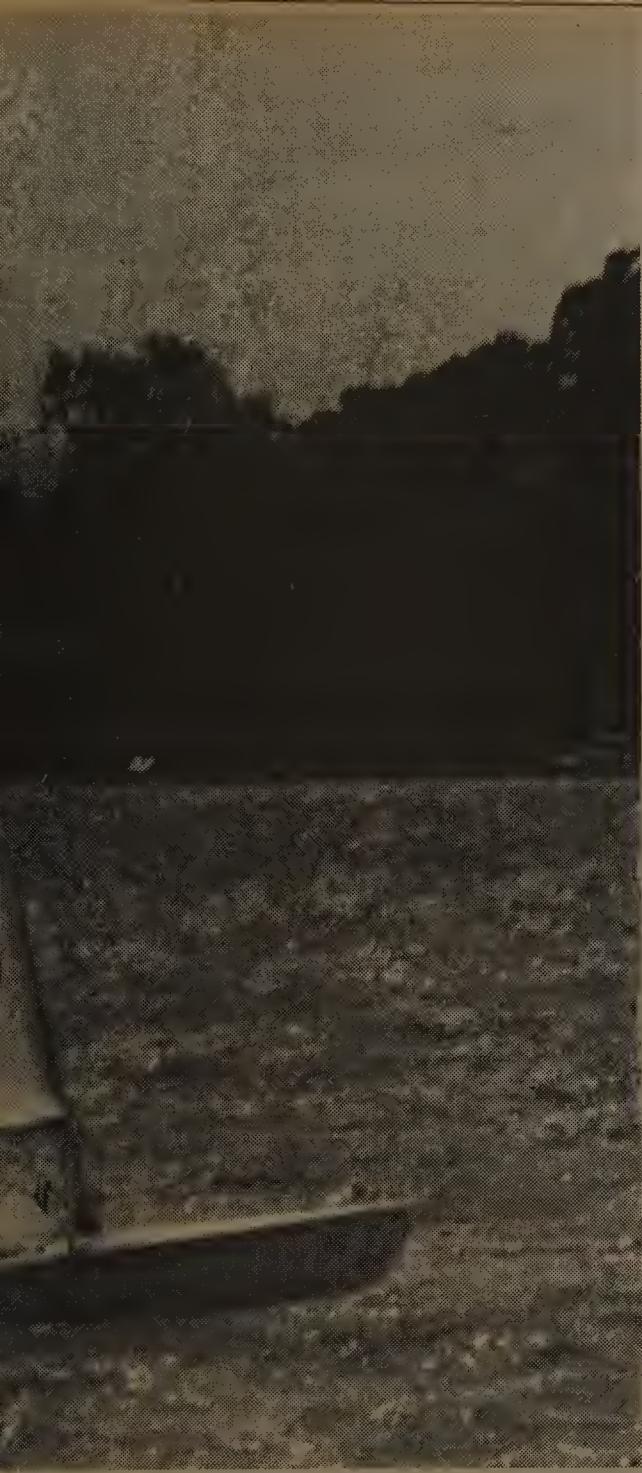


photo quiz

question, we will not be awarding any prizes this month.

hurry, hurry

If you want to still try and make it, call Dick Clark at his office (408) 624-9492, or at home (408) 624-3956.

If you want to break the course record, you're going to have to hurry even more. It's 9 hours and 29 minutes for 78.0 miles, a record set by Chick Leson's Peterson Two Tonner, *Incredible*, in 1978. That's an average of about 8.2 knots, and that's really moving.

4th annual colin archer memorial

On April 19th the Encinal Yacht Club will be hosting the 4th Annual, the ever increasingly popular, Colin Archer Memorial Race. As in the past, the race will start just off the island of Alameda, proceed out around the sea buoy a quarter of a mile west of Point Bonita, back through the Gate and Raccoon Straits, and then back through the starting line. Currents should be favorable for most of the race.

As befits a race named after Colin Archer, to be eligible a boat must be a double-ended cruiser; and can be a sloop, ketch or cutter. Examples of boats that qualify are Spitsgatter cutters, Tahiti ketches, Ingrids, Westsail 32s, Alajuelas, Rafiki 37s, Dreadnoughts, CT 37s, Hans Christians and others. Final eligibility will be left up to the race committee chairman.

There will be five divisions of at least 5 boats each, including a special division for gaff-rigged boats.

This race is intentionally low-keyed, and both spinnakers and genoas over 150% LP will not be allowed. But they are encouraged to carry as many crew as possible — the more the merrier! Cruising — as well as races for cruisers — is afterall, supposed to be fun.

There is an entry fee of \$10 which is used to buy trophies — including a participation plaque for every boat that enters. Special awards will also be given for first to finish, first wood boat to finish, a perpetual trophy, and a City of Alameda Trophy for the first Alameda boat to finish. Some dealers are also expected to give out one-design trophies.

The starting signal will be given at 0900 and the race ends by 1700 or you get a DNF. Following the race is a no-host cocktail party, followed by a trophy dinner at the yacht club. There is overnight berthing available at the Encinal YC for a small charge.

So, if you've got an eligible boat, it's time to send in your \$10 entry fee to the Encinal Yacht Club, P.O. Box 2401, Alameda, CA 94501. This is perhaps the fastest growing race in the Bay area — so join in on the fun!

We at *Latitude 38* figure there ought to be more than just a boat eligibility test as an entry requirement. So, we've devised the Colin Archer Crew Quiz: Colin Archer was a 1.) Gold prospector in California 2.) A sheep rancher in Australia 3.) A Scotsman 4.) A boat designer in Norway 5.) All of the above 6.) Three of the above.

Answers to this quiz will appear in next month's issue.

calling all cals, calling all cals (2-27)

San Francisco's Cal 2-27 fleet is trying to get in touch with all Cal 2-27 owners. The occasion is the announcement of a fleet meeting at the Encinal YC on March 22nd, featuring Tom Blackaller who will show a film on sail trim.

The Cal 2-27 class have active one-design racing during both the summer and the winter, and also organizes a number of cruises each year. If you have a Cal 2-27, the fleet would like you to join them for racing and cruising. For information on the fleet or to get a newsletter, call class secretary Gary Albright at (w) 284-1694 or (h) 837-4648.

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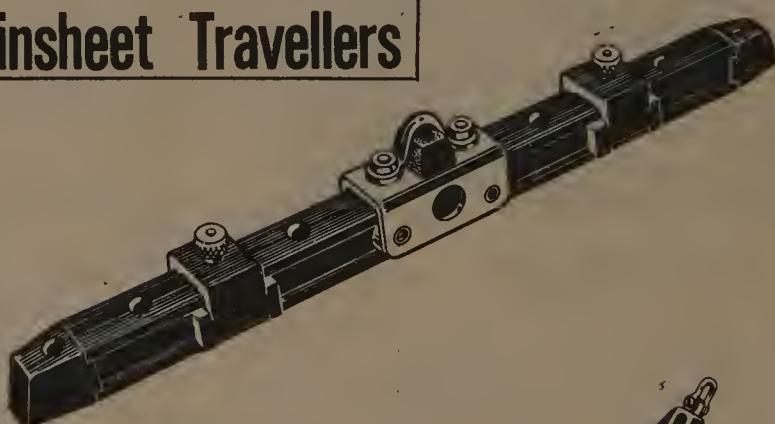
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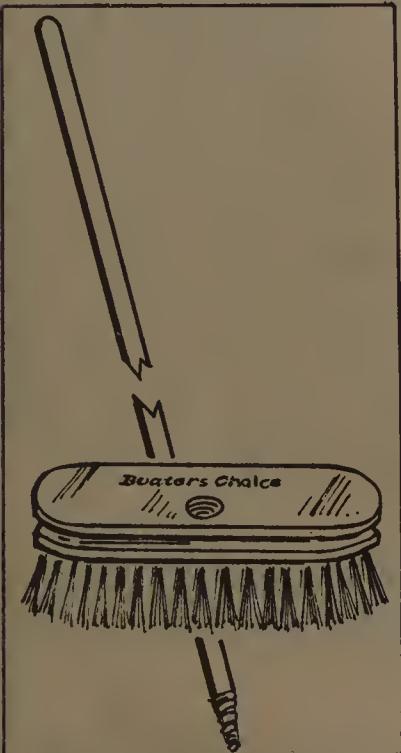
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SIGHTINGS

old friends around the world

In the middle of February Ty Knudson stopped in to say hello and picked up a few copies of *Latitude 38*. Ty, most of you will remember, owns the Westsail 43, *Sundowner*, on which we did a 2 part story a few months back. Ty's still in Alaska cutting wood. He says the summers are nice but winter is cold as hell, which is one of the reasons he was flying to Hawaii for a couple of weeks. The other reason he is going there is to check out starting a sawmill in Alaska to supply wood to Hawaii. Ty still has *Sundowner*, but he told us that he's going to be putting her up for sale in favor of a smaller boat.

Another gentleman besides Ty who got into sailing as a direct result of Westsail advertising is David White. David did the first singlehanded TransPac (to Japan,) and later did an OSTAR. In 1978 he sailed a Crealock 37 in the singlehanded TransPac to Kauai — where we met him — and sailed the boat back. Since then David's kept right on rolling; he delivered a boat to Spain, did the Bermuda 1-2 race, and is itching to go again.

We're not sure if David doesn't like people, or they don't like him, but he wants to see another singlehanded around the world race. Like the Whitbread around the world race for crewed boats, he figures it ought to have three stops. If you'd like to help sponsor such a race — or if you'd like to enter — why not contact dear old David at P.O. Box 1824, St. Petersburg, Florida 33731.

current list of California radio beacons

Station	FREQ kHz	Charac- teristic	Range Miles
1. San Luis Obispo	288	SL (••• •••); Cont.	20
2. Morrow Bay West Breakwater	310	M (--) ; Cont.	15
3. Point Sur	322	S (•••); Cont.	50
4. Piedras Blancas	296	PB (••• •••); Cont.	15
5. Point Pinos	290	P (•--□); Cont.	10
6. Moss Landing	298	ML (-- •••); Cont.	10
7. Santa Cruz	294	SC (••• •••); Cont.	10
8. Pigeon Point	286	PI (•--□ ••); Cont.	40
9. Farallon	314	F (•••); Cont.	50
10. San Francisco Approach Lighted Horn Buoy S.F.	305	SF (••• •••); Cont.	17
11. Point Bonita	296	MARKER; Cont.	10
12. Point Reyes	292	R (•••); Cont.	10
13. Bodega Head	325	BO (-••• --); Cont.	20
14. Point Arena	320	A (•-); Cont.	50
15. Fort Bragg	307	N (••); Cont.	20
16. Blunts Reef Lighted Horn Buoy B	286	BR (-••• •••); Cont.	15
17. Humboldt Bay	300	H (••••); Cont.	50
18. Trinidad Head	292	TR (- •••); Cont.	15
19. St. George Reef Lighted Horn Buoy SG	310	SG (••• ••); Cont.	20
20. Point Blunt	310	N2 (•• ••--);	10

Cont. — Continuous (Morse Code Characteristic for 50 seconds followed by 10 second dash)

Marker — Series of 1/2 second dashes for 12½ seconds followed by 1½ second silence.



great big

Geez, will you take a look at this thing! It's the new Alden 99 to be built by Palmer-Johnson of Wisconsin — especially for those owners who found the Alden 75 too cramped. The 99 is actually 100 feet long, 80 feet on the waterline, draws 8½ feet, and has a generous 23 foot beam. The boat is listed as displacing 21,000 pounds, and if that wasn't a typo she'd be the wildest ultralight to ever come down the pike.

But we've been thinking, wouldn't a boat this large, this massive, take all the excitement out of sailing? Somehow it

more on professional yacht racing

Two months ago we wrote about the ongoing attempt of the Professional Yacht Racing Association of Newport Beach to get professional yacht racing established in the United States. Some sailors feel it's a great idea and some think it stinks. But almost all agree that a factor critical to its early success is whether or not participants can still be considered amateurs.

According to the Professional Yacht Racing Association, sailing for money under the PYRA will not affect anyone's amateur status. Naturally, it's in their best interest for things to turn out that way. But the USYRU (United States Yacht Racing Union) — who generally run all things yachting in the United States — have a different opinion. We quote a question and answer on this subject from the USYRU's most recent newsletter:

Question: The newsletter of a new professional sailing association says that even if I win prize money in one of their races, I still will be considered an amateur. Can that be true? **Answer:** Almost certainly not. Appendix 1 of the racing rules includes this definition of 'amateur': "An amateur is a yachtsman who engages in yacht racing as a pastime as distinguished from a means of obtaining a livelihood." Since the appendix specifically exempts people who are in "professions associated with the sea and ships" (such as boat-builders), the definition can only mean one thing: If you win prize money you are not an amateur." So says the USYRU newsletter.

What do you say to that, PYRA?

yacht club lawsuit

In the last issue of *Latitude 38* we made mention of the multi-million dollar lawsuit against the Lloyd Harbor YC in Long Island. That lawsuit was initiated after a crewmember on a boat in one of the club's races drowned after the boat he was in capsized, was righted, and sailed away without him.

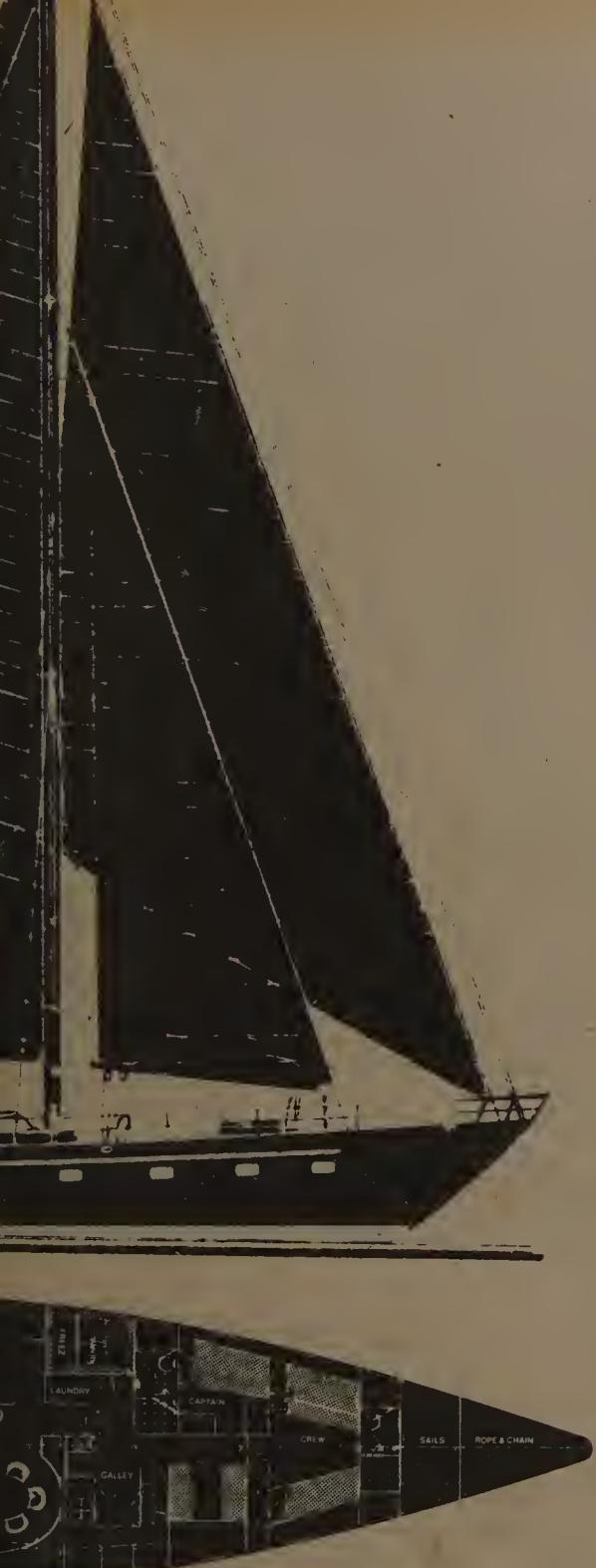
In the past, deaths in yacht racing have been few, and lawsuits as a result of them even fewer. But, clubs and their officers are becoming understandably worried. One group that has gone to insurance for protection is the USYRU (United States Yacht Racing Union.) For an annual premium of \$8,500 the USYRU, its officials, judges, volunteers, and others who conduct regattas, are insured to the tune of \$11 million, with 600 grand for lawyers.

Virtually all yacht clubs and sailing associations are members of USYRU, and are therefore going to be able to sign up for similar insurance along with this policy. Protection is offered to clubs in three 'layers': the bottom is \$200 a year for which the club or association gets \$1 million in liability protection and \$100,000 for lawyers; level two costs an additional \$100 and increases the liability coverage to \$6 million and the legal fees to half a million. For yet another \$50, \$5 million for liability is available.

It's bittersweet news. Certainly the clubs and people who put on regattas for the participants ought to be protected, but we've got to believe that this is also going to increase the already overwhelming inclination to sue, sue, sue.

black beauty

seems like it would be just too much for us, although our experiences with boats of this size is limited. The designer, John G. Alden, Inc., however, is sure that the boat will be exciting: "She will make 10 knots to windward in a 15 knots breeze and with sheets eased she should be capable of 12 knots or more. Such speeds together with the complete absence of noise gives a *thrill* only possible in a large sailing yacht." So that's it, the 'thrill of silence.' Must be an acquired taste that comes with lots, and lots, and lots of bucks.



SIGHTINGS



PHOTO BY LOUIS KRUK

the power of fate

Perhaps the old sailing record that most bothers modern ocean racers is the transatlantic crossing of the famous American schooner, *Atlantic*. She left Sandy Hook, New York, and made the Lizard in England just 12 days and 4 hours later, an average speed of over 10 knots — and that's assuming she sailed the shortest possible distance.

There have been assaults on the record since then, the most publicized being a group of Frenchmen who chartered the maxi *Ondine* for a go at it. They reasoned it would make a smashing movie — which it probably would — but they didn't get the record when they reportedly set out at an unpropitious time.

To make that old record even more irritating to modern yachtsmen, the London *Sunday Times* has announced a new award for the first boat to take that record: the original wheel off the *Atlantic*. The English are really keen on this kind of stuff, and we kind of like it too. The first boat that went after the record and the *Atlantic*'s wheel was the 57-ft. *Desperado*, a Gary Mull design of some success under the previous owner and the name *Forza del Destino*. *Desperado* had a real good start and was on time to break the record for awhile, but she didn't quite make it. In fact, she sank in very heavy weather 1,000 miles east of Newfoundland. All nine crew members were picked up safe, thank goodness, and the *Sunday Times* still has the *Atlantic*'s wheel. This sinking will surely make breaking the record even more dear, and we're sure to see a number of more shots at it.

fastnet photos

The above photograph of the sloop *Kialoa* was taken during the last Fastnet Race. The picture was taken by Louis Kruk, whose shots of that tragic event have appeared on the cover of *Sail* as well as in the pages of *Sports Illustrated*, *Motorboating & Sailing*, and *Readers Digest*. If there are any more exciting shots of the Fastnet, we haven't seen them.

Using his many color slides as a foundation, Louis has developed a lecture and slide show about the race. He's given the presentation three times, at the Island, Richmond, and Stockton YCs - all to rave reviews and standing room only crowds. Maybe the members of your club would like to see the presentation. If so, call Louis for scheduling and fees arrangements at (415) 278-6977, or write him at 16789 Rolando Ave, San Leandro, CA 94578.

no way to napa

The Coast Guard reports that due to construction, the Mare Island Causeway bridge on the Napa River will be closed for most of the time between March 4 and April 4th. Construction equipment will be completely blocking passage under the bridge during that time. The only exceptions will be on March 15 and 16 when passage will be possible, and possibly, but just possibly on March 8 and 9, and March 22 and 23.

Make your Napa River plans accordingly.

women's regatta

If you're a woman, you've got more racing opportunities than ever coming at you. We've been alerted to at least three regattas especially for you in the next month and a half.

On March 9th the Golden Gate YC is having a "Tillies Tiller Annual" race with Kronenbourg Beer prizes and a picnic ending at Angel Island. For more information call Earl Reynolds at 563-9716 or 922-5559.

On March 16th, the Richmond YC's popular and competitive Women's Invitational will again be held.

Then on April 19th the Island YC in Alameda extends the invite for all women in the Third Island Cup Regatta. With each year the racing gets better in the Island Cup, and this time they are opting for a more challenging Knox Course. Applications for the race will be found in yacht clubs, but all women are encouraged to enter by calling Linda Weber-Rettie at 521-1176 or Mary Quigley at 538-7460.

ericson 23

The Northern California Ericson 23 fleet is looking for current and potential Ericson 23 owners to keep that fleet alive in SYRA (Small Yacht Racing Association.) The association has match races, cruises, SYRA races, a long distance race and a singlehanded race. For more information, give the association a call at (415) 792-4372.



PHOTO BY BENJAMIN MENDLOWITZ

did the leavitt really sink

That may depend on your definition of sinking. The good folks at *WoodenBoat Magazine* — who helped us out with the graphics for Sue Rowley's story on the *Leavitt* sinking last month — sent us an interesting clipping from the *Bangor (Maine) Daily News* which indicates that the *Leavitt* may not have gone to the bottom.

A commercial pilot on medical leave from Delta was reported to have spotted *Leavitt* from a private plane. The pilot, Raymond Remick, seeks to save the \$500,000 *Leavitt*, which was completed last August.

The Bangor paper quoted Remick saying that *Leavitt* owner, the oft-maligned Ned Ackerman, "was a fool to leave her. There was no reason to." Despite saying this, Remick inexplicably denies that he sighted her, denies that he saw her upright and lying at a 60-degree angle with the stern above water and the bow under. Despite denying this, Remick is saying that "when it is found, it may be possible to salvage it."

The *Leavitt*, built of wood, was carrying a cargo of mostly lumber when she sank December 27 on her maiden voyage from Quincy, Mass. to Haiti. This first voyage was not going to be a barn-burner; the *Leavitt* was only some 200 miles from the start after 10 days at sea, and that doesn't average out to much.

The sinking — or near sinking or maybe sinking — of the *Leavitt* is turning out to be more and more of a juicy story. Sue Rowley indicated last month nobody was really saying what happened to the boat — and there's a good reason why. *WoodenBoat's* March-April issue will contain a story about the *Leavitt* by Peter Sceptre in which he maintains that crewmen had signed agreements not to discuss the sinking until the release of the film (no doubt a 'short') about the *Leavitt*. A film crew was aboard the boat, filming the adventure right until it was decided to abandon ship.

The *WoodenBoat* article reports that people who have seen the footage taken that lead to the abandonment of the *Leavitt* 'would not even convince a city dweller that the vessel was endangered.' The Coast Guard's weather report would seem to support such a position.

Well, we don't want to spill all of *WoodenBoat's* beans. They put out a fine, conscientious, informative magazine, and this story is not only right up their wooden boat alley, but it's in their backyard, too. So when you see the March-April *WoodenBoat*, you might just want to take it home.

SIGHTINGS

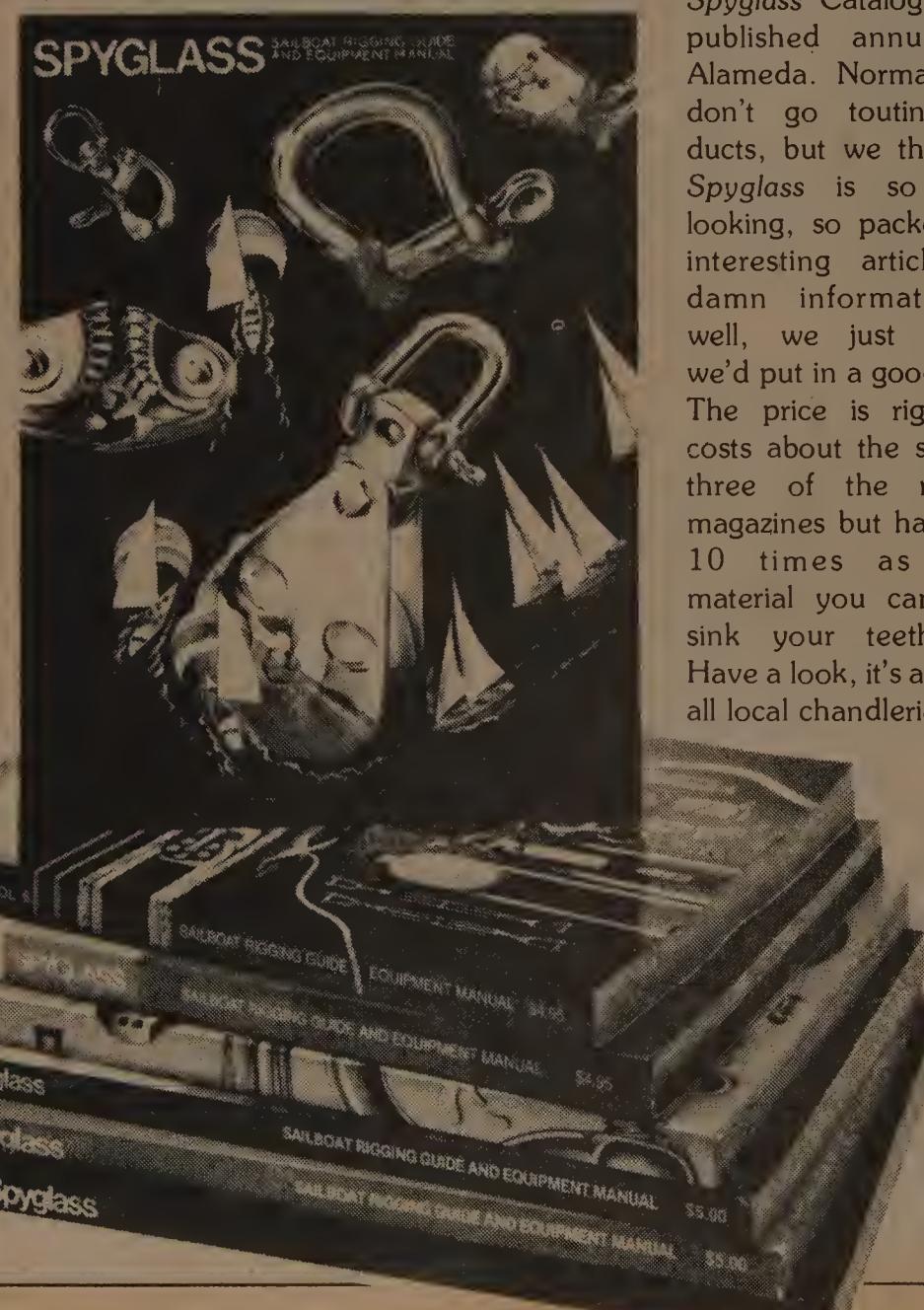
friday nite flicks at byc

The Berkeley Yacht Club has announced that they are starting a series of yachting movies to be held on Friday nites. They'll start it all off by featuring one of the most exciting sailing films ever, the "Whitbread Race Around the World." Some of you may have seen it on the tube or parts of it on "60 Minutes," with the below zero temperatures, incredibly huge seas, gale winds, and boats frequently whistling along in excess of ??? knots.

The date of this first great Friday night sailing flick is April 4th, at the Berkeley YC, at 2000 hours (for you powerboaters, 2000 means the little hand is on the eight and the big hand on the twelve). The bar opens an hour before the movie starts. Come one, come all, and call Chris Kafitz who is the program chairman, for further information at 524-9655.

nice words for a nice job

The photo at left is of the cover of a brand new Spyglass Catalog that is published annually in Alameda. Normally, we don't go touting products, but we think this Spyglass is so good-looking, so packed with interesting articles, so damn informative — well, we just thought we'd put in a good word. The price is right too, costs about the same as three of the national magazines but has about 10 times as much material you can really sink your teeth into. Have a look, it's at almost all local chandleries.



the revenge

In our September 1979 issue, we ran this Diane Beeston photograph of Jerry Warren's Peterson 34, *Patty Peach*, under the headline "peaches gets creamed." We philosophized that "This is what boats look like when people are in the process of learning how to sail them well." Mr. Warren's son thought our saying such a thing was "cold": we'd meant it as a compliment.

Anyway, Jerry Warren gleefully call-



PHOTO BY DIANE BEESTON

of the**cow county****sailors**

ed us a short while ago and indicated that the photo was taken during one of the first races they had sailed in, and indeed they had just been learning. Actually, he told us, nobody wanted to hoist the chute except for Jerry who said, "If we're not going to use it, why'd we buy it?"

Jerry's reason for calling was that he wanted us to know that they'd indeed learned well, and in fact has taken their

division in the Lester Stone Cup and had just won the Corinthian YC's Mid-Winters. Jerry figures that's not bad for a bunch of "cow county sailors" racing against the 'big guys.' Jerry, wife Patricia, and son Mike are all from Oroville as is crewmember Dave Hironimus. Also sailing the season with them were 'cow county kids' Bruce Spruance from Paradise and Tom Nield, Dave Carroll and Seve Lorack,

all from Chico.

They all had a ball and are looking forward to a try at racing in the ocean this year, starting with the Ano Nuevo race early this month, and followed by the Danforth Series. Incidentally, Jerry is one of the boatowners who signed up as looking for crew — if you want a ride with a winner, look his number up in our listings elsewhere in this issue.

SIGHTINGS



What is one of the world's foremost yacht designers doing in a rowboat?

Britton Chance, Jr., whose sailboat designs have won the America's Cup and Olympic Gold and Silver Medals among numerous others, is rowing to his office in Essex, Connecticut each morning from his home across the Connecticut River, a total of nine miles. According to Chance, saving fuel isn't the only bonus of his daily commute.

"It is terrific exercise, and it's my chance to be with nature," he says. "Every day, my row is different. I see osprey, blue heron, teal, mallards, bald eagles, and swans circling overhead. Against this setting it is fun to see tankers, anchored in mid channel, waiting for the fog to lift or the tide to turn fair."

His concern for the environment and saving energy is also expressed in his designs, the latest of which is an energy efficient powerboat. "I think this is the boat of the future," he predicts. "She is a classically beautiful boat, being long and thin. She is designed at 37', to be easy to power in both calm and rough water, and comfortable too, sleeping four below, with a fine galley and toilet compartment, all with headroom."

Chance estimates that she will be 28 MPG at 20 MPH, which is about four times more efficient than current designs. He thinks the new boat would be perfect for family cruising, as well as for commercial use in a slightly different version.

For his personal needs, however, Britt Chance has gone one better by choosing a boat which uses no fuel at all. Which is why, while others drive and ride, he is rowing.

— charlotte ryerson

spring olympic class regatta

The St. Francis YC and Richmond YC are sponsoring what they hope will be a giant Spring Olympic Classes Regatta — that means for Finns, Flying Dutchmen, Stars, Tornados, and Solings. This being an Olympic year — or a 'maybe Olympic' year — the regatta should be great for tuning up.

Dates are April 4 and 5, and April 12 and 13. Courses are on the Berkeley Olympic Circle, and boats can be dropped in at the Richmond YC. There's free beer after each race, and we'll drink to that.

dope and dopes

In the fog of January 7th the 56-ft. trawler *Three Score* stumbled into the midst of the herring fleet on San Francisco bay — and thus the Department of Fish and Game vessel that babysits the fleet. Since *Three Score* wasn't displaying the letter 'H' of a legal herring boat, the Fish and Game guys suspected them of illegal fishing. They boarded the trawler but didn't find a single herring. What they did find was 248 bales of pot, and that was still good enough for a bust.

So how do you suppose the crew of the boat pleads after being caught with a hold full of boo? Innocent, of course! And with good reason. If they'd read the paper that morning they'd know that the guys caught on the bay a while back with 4500 pounds of dope in a sailboat had just got off the hook. The excuse this time was that the Coast Guard legal beagles didn't count the days of the calendar right and forgot to file a motion in time to appeal the ruling on the legality of searching boats after dark.

Back when we attended classes at the Big 'U' there was often graffiti written on walls saying, 'Legalize Marijuana'. Beneath it someone would scrawl, 'Why bother?' We're neither pro-dope or no-dope, but if you can't put the screws to someone who gets caught red-handed with a couple of tons — then hell, 'why bother'? What a ridiculous waste of time, money, manpower, and fossil fuels to maintain such a charade of law enforcement.

There's more boats and dope news, too. Back in St. Petersburg it was discovered that the most successful dope-pinching cutter in Coast Guard history, the *Steadfast*, had a partial crew of potheads. Seems ironic, but not really. You know how cops are supposed to think like criminals in order to catch the bad guys? Well it stands to reason that it takes a doper Coast Guard guy to catch a doper smuggler, right? Same vibes and all that.

yes sir! er, ma'm

The Navy brass might not like the photograph at right of Louise Burke, but we think it's great. Louise is the only woman in the 204 year history of the United States Navy to have, for all intents and purposes, command of a U.S. Navy vessel.

We're not just publishing this picture for the shock value, because there's an interesting story behind Louise — mainly the vessel on which she is standing in this photo. The vessel is the 82-ft. Herreshoff schooner *Mistral*, and it was what amounted to her command. The schooner was used as a training vessel, for the last four years, for cadets at Annapolis.

The interesting local angle is that the schooner has been sold to interests in the Bay area and should be arriving here in early March. That means that all the schooners L. Francis Herreshoff ever designed are on San Francisco Bay. All two of them, *Brigadoon* and *Mistral*.

Stand by for photos and the complete story on *Mistral* in the next issue of *Latitude 38*. For the time being we'll just say that she's headed for the charter trade in the Bay area and that you folks in Master Mariners have an eager new entry for this year's race.

where's webb?

Much has been written about — and by — singlehander Webb Chiles, who once sailed singlehanded around the world in an Ericson 37. More recently, November of 1978, to be exact, he took off in an 18-ft. open boat yawl, to try and repeat that voyage. A lot of people figured he'd be dead, but he's not.

No, Webb's left his boat in Suva, Fiji until the end of the cyclone season. When it's over he'll continue on, and expects to be back in the U.S. by 1983. He'll not rest then. No, he plans to be off to England to buy another 18-foot open boat which he plans to sail around Cape Horn.



SIGHTINGS

star of corinth

in cabo san lucas



It's 0730 on February 12th and I have just set the staysail on a close reach in 15 knots apparent wind. We are heading 130 magnetic and for the first time on the best course possible! We will be passing latitude 26 in about an hour and are just south of the Bahia de Ballena, Mexico — approximatly 300 miles out of Cabo San Lucas. Wouldn't I love to hold the 6 knots plus the 1/2 knot current for the next 48 hours?? The sea is absolutely perfect! Not one swell or breaking wave! Whoops — the wind just picked up to 18 and my super calibrated knotmeter just hit 6.25! Then 6.35!

Quite frankly, I think we deserved this moment of sailing pleasure. We have had next to no wind or none a lot of the time and motoring is the shitty pits!

It was a nice ego trip to think that Sandy and I deserved such a positive article in *Latitude 38*. So many things kept popping up causing worrisome concern. The logistics of dealing with our committments to our employer, family, finances, commmunications, friends, etc., was unending. The "do" list simply had to be torn up! But — we did cast off and we are on our way, fulfilling a beautiful fantasy — even with the limited time available to us.

We were 4 days and 7 minutes to Point Loma (from San Francisco) — the first 36 hours providing us with enough excitement for the entire trip. The wind was never less than 35 knots and was mostly 40 from an hour out of the Golden Gate. A propeller shaft flange couple and a prop problem kept us at San Diego longer than we liked, but we didn't dare leave until we had that solved. We departed the Coronado Yacht Club (beautiful people) on February 7th at 1540, and should arrive at Cabo San Lucas by noon February 14th.

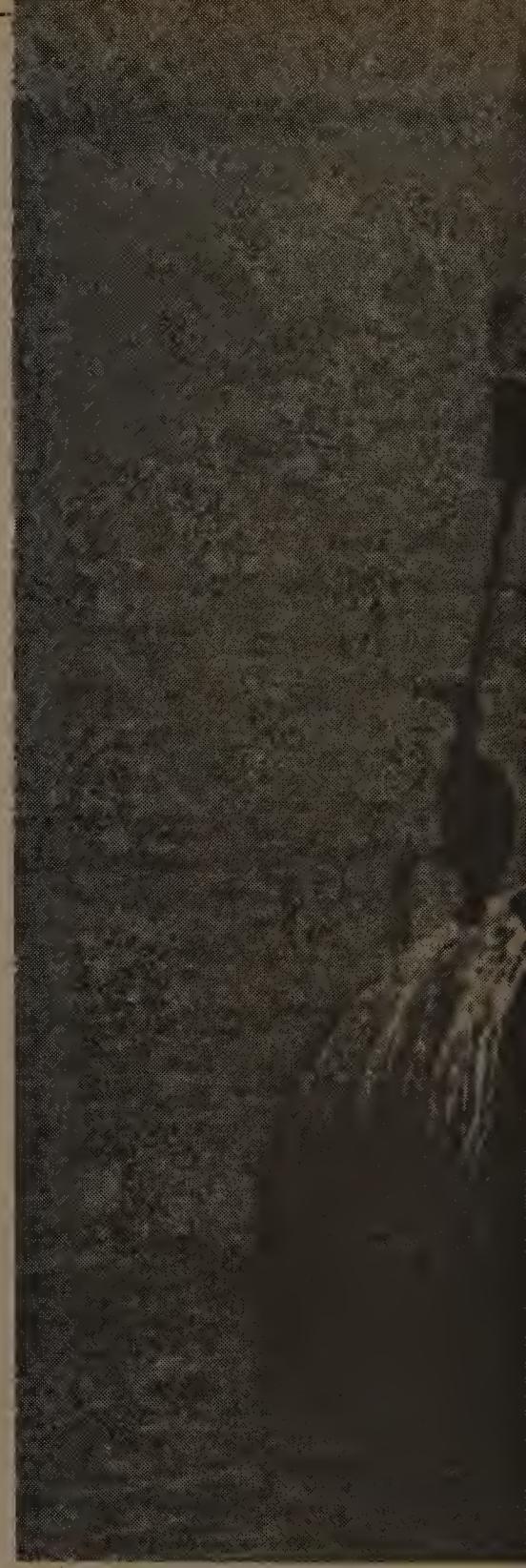
I'll give you a run-down on how the gear is working out as soon as we are at rest at Cabo.

Best Regards
Bruce & Sandy Graham

P.S. — If you have any ideas about catching fish while underway down the Baja Coast, forget it!! This Freya goes too fast for the little bastards to catch the bait. Sandy says she wants a retake of your leading photo of us — vanity marches on!!

As a result of last month's article on the Graham's fitting out a number of people wanted to know where they can get the Continental Kitchens "canned food in a pouch." All we know is that they were being test-marketed in Dayton and that Bruce had to have a relative buy them and send them out here. We tried a large number of Dayton food brokers and were unable to find who carried the product. Frankly, even if we did find out, we'd doubt that a manufacturer would sell them direct, unless you wanted to buy the stuff in huge, huge quantities.

If you really want to find out who's got it, Super Value, Kroegers, Stumps, and Liberal Markets are all big in Dayton. You might give them a call.



bird power

You hear a lot about the unreliability of the navigational aids in Mexico, and indeed they are unreliable. There is, however, no mystery as to why.

The picture above is of a buoy in the channel leading to La Paz down in Baja. The light atop the buoy is powered by the solar panel which is visible beneath the light. That's fine and dandy, and with all the sun in Mexico works out just fine in theory.

Then there's reality. See those two birds sitting on the buoy. When they get done covering the bottom of the buoy with their droppings, they fly up to the

if you're serious about multihulls

Then you'd be interested in the recently formed B.A.M.A. (Bay Area Multihull Association.) Since last December a number of constructive meetings have been held, and the purpose of the organization has been established to cover the full spectrum of multihull sailing, is including a full racing program, organizing sail-ins, providing monthly guest speakers, and publishing a monthly newsletter.

Meetings to date have drawn as many as 80 people representing about 50 multihulls. Guest speakers have included Dr. Victor Stern who helped found Southern California's O.R.C.A. (Ocean Racing Catamaran Association,) and Roger MacGregor, designer and builder of the MacGregor 36' catamaran. Future speakers will include Norm Cross (on March 21,) Robert Harris, Ed Horstman, and John Marples.

Shortly after each meeting there have been multihull rendezvous attracting as many as 16 boats to local anchorages. More of these are planned for the sailing season.

B.A.M.A.'s first race will be the Doublehanded Farallones race, the details of which can be found elsewhere in this Sightings section. The race is open to multihulls and monohulls, and will take place April 26th, using both P.H.R.F. and a modified O.R.C.A. 68 rule. Eventually plans call for B.A.M.A. to develop PHRF ratings for multihulls.

B.A.M.A. currently has 80 paid members, and both the Articles of Incorporation and application to join the U.S.Y.R.U. are under review. If you'd like more information or would like to join B.A.M.A., write Joe and Lynn Pherriault at 6127 Plymouth Avenue, Richmond, CA 94805.

doublehanded farallones race

The first Doublehanded Farallones Race, brainchild of the burgeoning Bay Area Multihulls Association, will be held on April 26th. Paul Mazza, speaking on behalf of B.A.M.A. indicates that the Singlehanded Farallones is an excellent test of skipper and boat, but is too taxing for some skippers. Paul says the doublehanded race should encourage less 'hardcore' sailors to compete, while still giving the experienced sailors an opportunity to show their stuff.

The Doublehanded Farallones will start out of Knox buoy, with the finish at the Golden Gate YC. There will be two handicap divisions for multihulls, and monohulls will be racing under PHRF. Deadline for receiving entries is April 19, and all monohulls must have a valid PHRF handicap at that time or the B.A.M.A. will assign you a lousy one. (PHRF handicap ratings cost \$5 — call Kitty James at the YRA office at (415) 771-9500 for yours.)

There will be a skipper's meeting on Thursday, April 24, the exact time and location to be included in the race instructions. Write Paul Mazza, 1064 Tulare Ave., San Leandro, CA 94579 for entry forms.

There will be a post-race awards picnic on Sunday, April 27, for those who prefer the race on shore to the hub-bub of Opening Day on the Bay.

vs. solar power

solar panel and cover it with birddrop. As a result, the sunlight doesn't get through, there's no electricity, the light doesn't go on, and you run aground. The light stays off until it rains again — and in Mexico that doesn't happen often.

When the birds get done here, they're off with their friends to other buoys and navigational aids, pooping them into disrepair. This, folks, is a true story. We'll have more true tales of Baja and the mainland of Mexico in the next issue of the mighty 38.

SINGLEHANDED

"Singlehanded sailing is a great tool that aids in bringing together man, his boat, and the elements." That is the conclusion that my wife and I made after our frequent solo ventures on the San Francisco Bay this past year. We were amazed at how we were getting that "tuned in" feeling every time we went out, and learned that proper technique more than makes up for lack of crew. As my wife, Margie, recently stated, "I never would have seen the whole picture if I always remained just a part of it."

Today, whether alone or together, sailing is easier, infinitely more enjoyable, and credit must go where credit is due. I offer the following techniques in hopes that more sailors will try this exciting and instructive method of sailing and "Singlehand to excellence."

Boat — Ranger 26 sloop.

Sails — Mainsail, 110° lapper, 90 jib, tri-radial spinnaker.

Safety Equipment — V.H.F., radio, inflatable life boat, safety harness.

Hoisting sail. If the halyards lead aft to the cockpit, this job as well as many others is made significantly easier. I raise the mainsail first, kill the motor, and then raise the jib when convenient on any point of sail.

Dousing sail. I avoid the common practice of motoring head-to-wind, as this method may lead to one's helplessness if the motor doesn't start. Also, strong gusty winds will alter your head-to-wind course unless the boat has good speed, in which case lack of sea room may soon develop.

In lighter air, I sail on a close or beam reach easing the jib to a partial luff and the main to a complete luff. The boat stays on course while you go to the mast and haul down the main. Then returning to the cockpit, the jib is backed by pulling on the lazy jib sheet and the halyard is released, thus dropping the sail.

In heavy air, or when in a confined area, I heave-to and release the jib halyard and the mainsheet simultane-

ously. As the boat lies quietly with the jib down and the boom outboard with main luffing, you proceed to the mast and haul the mainsail down. This entire process of dropping both sails takes about ten seconds.

Reefing. Although I often reef while sailing to weather, the easiest method is to heave-to and then reef. Even with the mainsail eased to facilitate its reefing, the boat will still remain hove-to.

Tacking. This requires little more than timing. As the jibsheet is being hauled in after a tack, your foot or leg must bring the helm back or you will over-tack. In heavy air, I use two wraps on the winch bringing the jib over, and just before it fills I add the additional wraps and then haul the jib in the rest of the way. This technique prevents over-rides. Incidentally, I believe the best jib-winches arrangement to be self-tailing winches, backed with a regular jib sheet cleat. With this, one can use the winches in a conventional manner when so desired. I prefer using clam cleats because of their quick-set and quick-release capabilities.

Gybing. The following procedures are those used in heavy air. Stradling the tiller and heading the boat on a very broad reach, I haul in the mainsail and cleat the mainsheet. At the precise moment of maximum stability, I slowly turn the boat until the mainsail is blown over to the other side and stops. Then the mainsheet is uncleated and the boom travels the remaining desired distance. If the boom is allowed to travel the entire distance from close in on the other tack, to its final destination on the new tack, it will pick up too much speed and loss of control can result. That extra three or four feet at the beginning of the boom swing really makes a big difference. Now the mainsail is over, the harmlessly backed jib is brought over and the gybe completed.

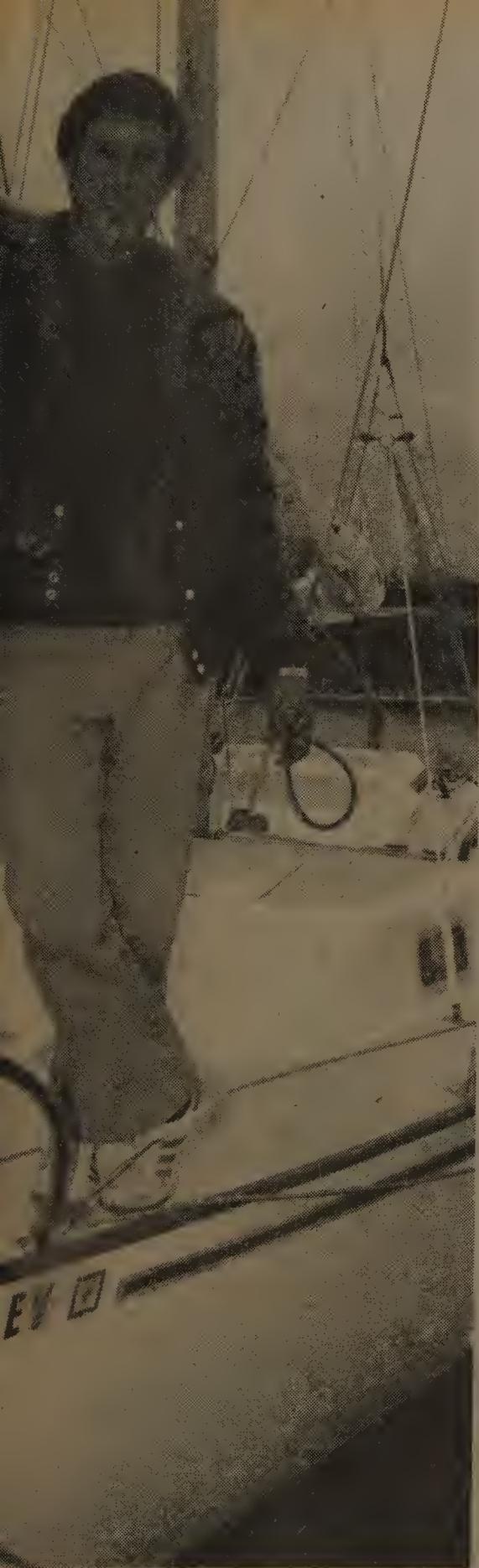
Headsail change. First backing the headsail by tacking and then dropping it, I sheet the main to a close reach. With the boat slowly reaching to weather the sail change can be made. Some boats may round up and tack occasionally during the sail change.

Spinnaker. I hoist the spinnaker only



Dick Davis on his Ranger 26 in Pete's Harbor. Readers are cautioned that different boats will sometimes respond in different ways to the various techniques suggested

if the true wind does not exceed six or seven knots. Once it is flying I will continue to sail until the wind reaches twelve or fourteen knots, at which time the chute is dropped. To prepare for spinnaker flying, I first drop the jib and



it was hoisted. Though the inability to gybe the spinnaker restricts mobility, one can bring the mainsail in completely, thus allowing sailing by the lee up to 20° or so. Dropping the spinnaker is easily accomplished, and done from the cockpit. I release the afterguy and by pulling on the spinnaker sheet, further collapse the sail and bring a small portion of it into the cockpit. The entire spinnaker is brought aboard after releasing the halyard. By reaching to weather,

or by dousing the mainsail and motoring, the spinnaker and gear is stowed.

Docking. Landing the boat is usually not a problem. The greatest difficulty could occur when pulling up to a dock to side-tie and a strong wind and foul current are working against you. This condition is overcome by stepping off onto the dock holding the lengthy bow and stern lines previously made fast to the boat.

— dick davis

SOUTH BAY SOLO-SAILING FLEET

Dick Davis used to sail out of Marina del Rey, but he didn't particularly like it. The scenery of bikini-clad girls draped over the lifelines was fine, but the light winds kept many boats tied up at the docks. Dick now sails out of Pete's Harbor in Redwood City where he finds sailing conditions ideal, but that many boats don't get out much.

He feels the problem is that the Harbor House restaurant is so comfortable and folks so congenial that boat owners are reluctant to head out for the brisk and breezy bay. And when they do want to go out, they often face the common problem of a disinterested spouse and lack of crew. Dick figures the solution to the problem of getting these boats back out sailing is to teach the owners to sail singlehanded. It's not as difficult as people think, he says, indicating that his wife, who had never sailed a year ago, now singlehands to Pier 39 in San Francisco.

Early this year Dick and six other boat owners who either sail singlehanded now, or want to learn, have formed the South Bay Solo-Sailing Fleet. The group meets the first Saturday of each month at 9:00 at the Harbor House in Pete's Harbor and invites anyone and everyone to attend.

When you think of singlehanding you normally associate it with racing. That, however, is a low priority with the South Bay Solo-Sailing Fleet. They're more concerned that both husband and

wife feel confident to take out the family boat alone and enjoy it. Beyond that, they are interested in singlehanded cruising and are planning several cruises to different parts of the bay later on in the year. In the cruises, both husband and wife can be aboard at the same time, but they will be encouraged to sail one leg or half of both legs on their own to refine their singlehanded sailing skills.

Dick notes that the group has been surprised with the response they've gotten so far without publicity. Thirteen boatowners showed up for the first meeting and more are expected. The only expense is \$15 for a burgee, and competent singlehanders now in the fleet will be glad to go out and teach you how to singlehand your own boat. Unlike many yacht clubs and sailing associations, the social aspects of the club are going to be held to a minimum — the idea is to get people out sailing their boats.

Most fleet members have boats between 27 and 30-ft., with the biggest being a Rafiki 35. If you live in the south Bay and are interested in singlehanding, Latitude 38 recommends that you stop in during one of the fleet's first Saturday of the month 9:00 meetings at the Harbor House, or give Dick a call at (408) 377-6891. This is not a high-powered, ego-ridden or profit-seeking venture. It's a labor of love for people who want to get more out of their boats.

here. Use this article as a starting point for singlehanding on your boat, not the gospel truth.

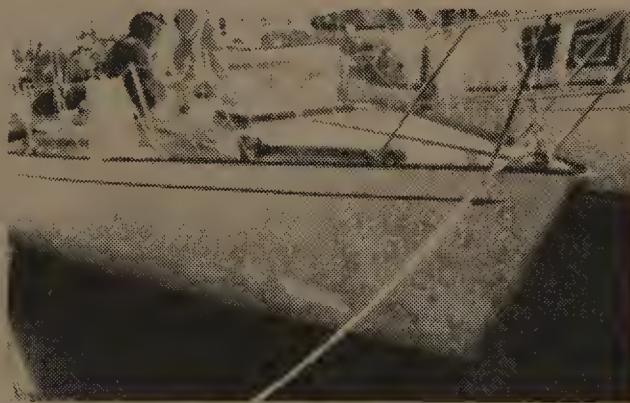
while reaching to weather, ready the gear. From a broad reach the sail is hoisted and trimmed in the usual manner. When a twist has occurred during the set, I've always been able to shake it out due to the light conditions in which

THE SERENDIPIITY 43

Webster's defines the word Serendipity as "the gift of finding valuable or agreeable things not sought for."

This month, Serendipity is celebrating its 20th year of continuous manufacturing and sales of quality recreational products. Over 4,000 buyers from 41 states and 7 foreign nations have discovered that Serendipity means performance, service, and integrity.

Three years ago, Serendipity committed to expand operations into the manufacturing of performance yachts designed by Doug Peterson for the international marketplace. Since that commitment was made, Serendipity has successfully established itself as one of the leading large boat performance specialists in the country — we doubt any company has delivered more yachts with I.O.R. certificates in the 33 to 43-foot range over the past two years. Today, we probably have more semi-custom grand prix yachts under construction than anyone; and expanded operations during a period when many companies are reducing production.



"Free Enterprise", a top finisher in the Manzanillo race.

the race course and we have proven our ability to build a top quality racer/cruiser at a sensible price. Our clients have not been first boat buyers — most have successfully campaigned both custom and production offshore racers for many years.

The Serendipity 43 for 1980 is offered as either a flat out Grand Prix racer with flush deck and a choice of tiller or wheel steering or a wedge cabin, "T" cockpit configuration that we feel is close to being the optimum performance cruiser. Whether you would like a top Admiral's Cup, S.O.R.C., or Big Boat Series contender, or prefer to cruise in comfort knowing that under you is a race-proven hull with its inherent outstanding performance and all-weather reliability, the 43 is a winner. A superbly built and impeccably detailed yacht that you can sail comfortably and safely anywhere in the world; or power at 8 knots while enjoying standing headroom in a private aft stateroom, mechanical refrigeration, and countless standard features seldom found in domestically built yachts.

Serendipity is a somewhat different company. You won't find our offices open on weekends or holidays — we also enjoy sailing. You won't find a salesperson, but you can talk directly to the people responsible for building your boat. We can't show you a demonstrator or unsold discounted boats in inventory as all of our boats are built to order. We can offer you a fair price, uncompromising service, excellent financing, and an opportunity to become involved in the planning and construction of your own yacht.

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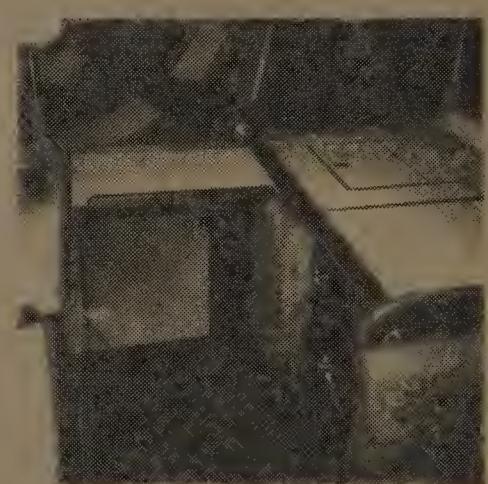
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"SIOC," Lee Otterson's Serendipity 43' has just been delivered to its berth at the San Francisco Yacht Club.



Jim Bozell's Serendipity 43' is now in Cleveland, preparing for the Great Lakes Series & the 1981 SORC.

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SORC 1980

High Noon whistles into Nassau, winning Class C by a minute and 6 seconds.

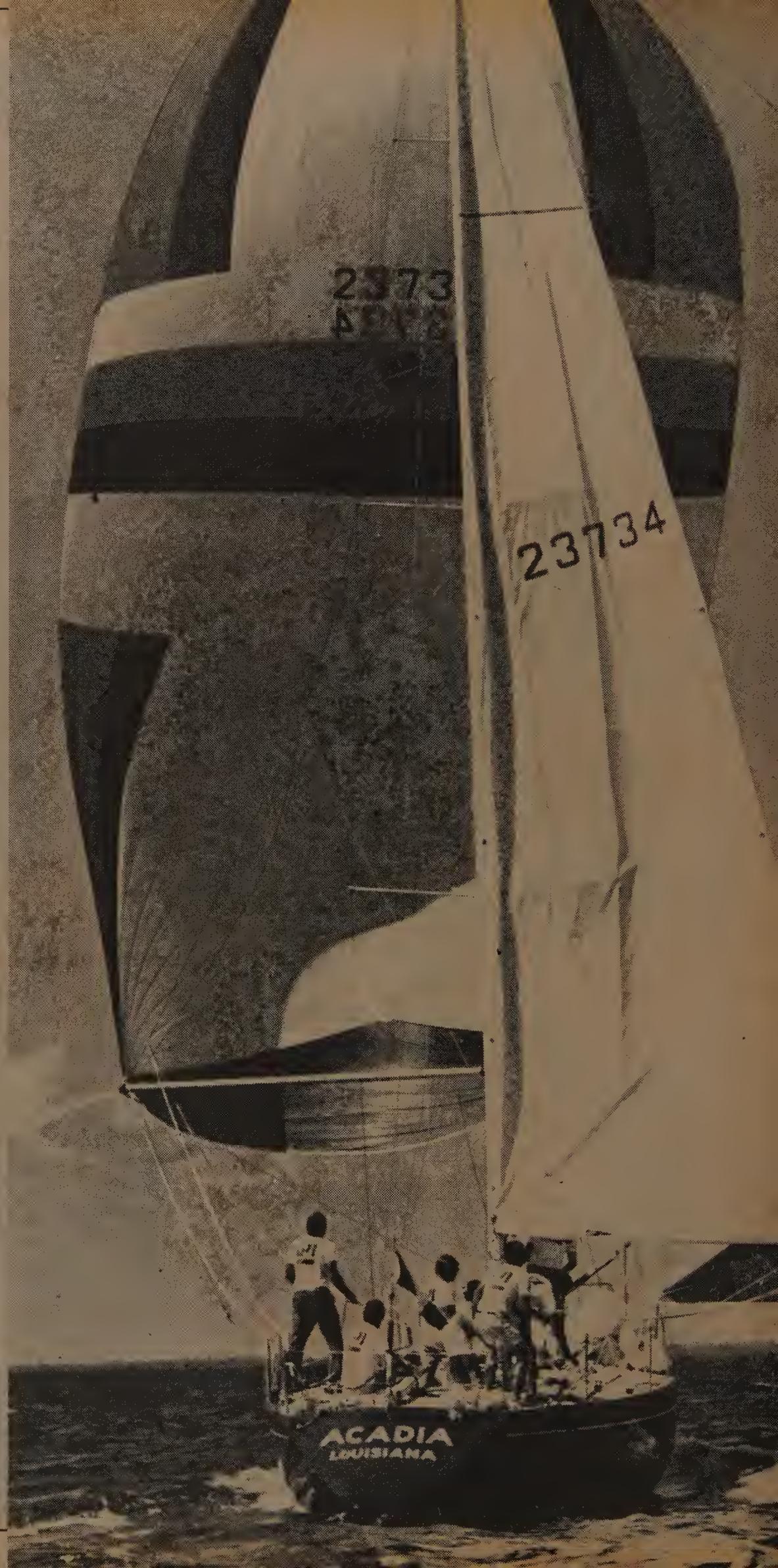


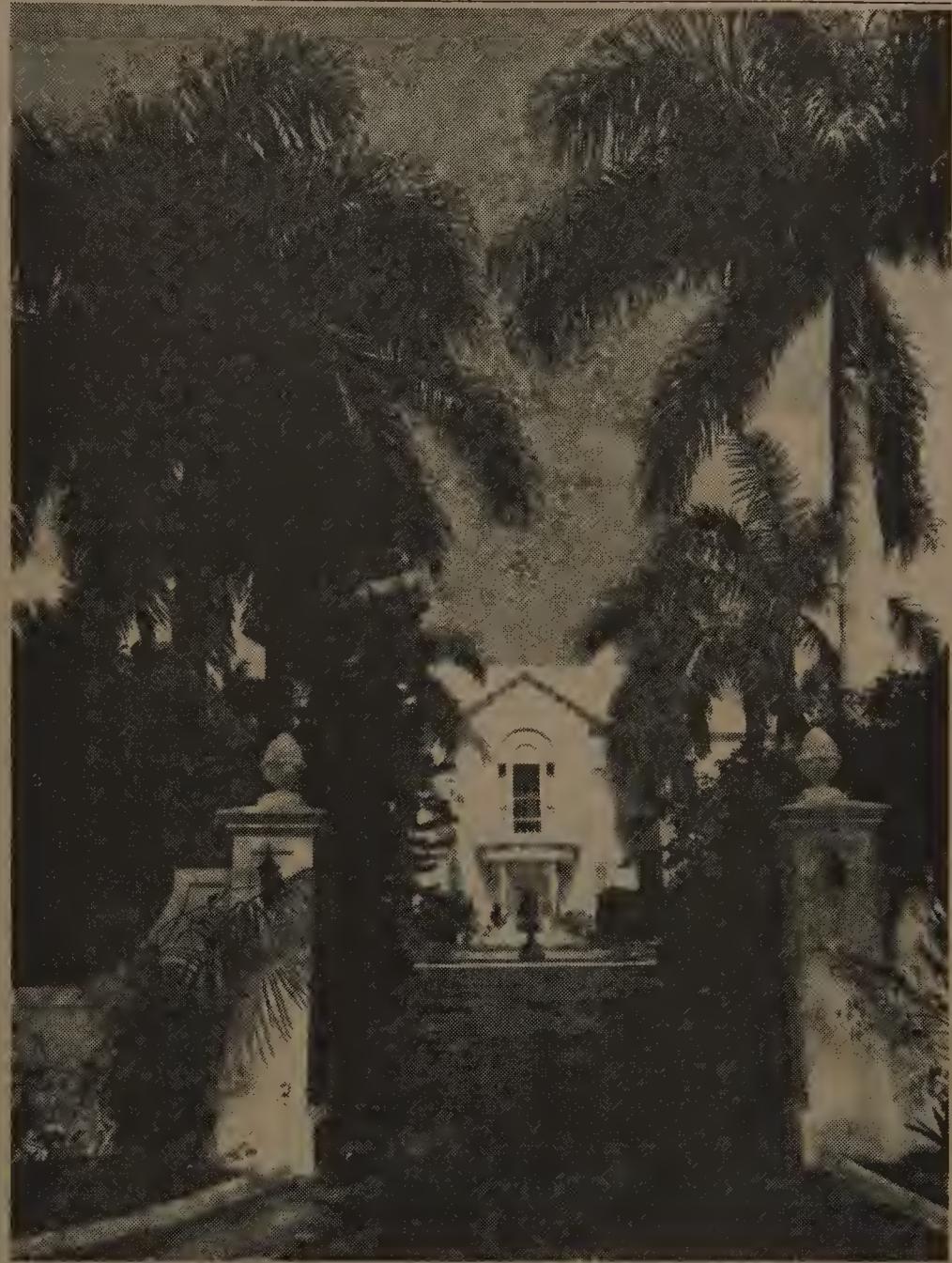


"This way"

There goes Ron Holland walking down the other side of the street toward Yacht Haven. We've just finished sitting around the breakfast table with our personal favorite, Doug Peterson. Ted Hood, and his sons who look just like him, were just a few tables down. Late the other night Lowell North wandered into the hotel lobby, sat down and shot the breeze. You couldn't miss Ted Turner, he was being powdered by the make-up man for the camera crew on the stern of *Tenacious*.

'Everyone' is here. Here being the Southern Ocean Racing Circuit or SORC, a six race series from late January to late February that winds its merry way from the senility of St.





This is the house you get if you're the Ambassador from the United States.

At left, Acadia, a Serendipity 43, winner of the overall SORC title.

Petersburg to the filth of Miami to the funk of Nassau. We're surprised and pleased to find that the big names in the industry — the sailmakers, the designers, the builders, the semi-pros — are all open, friendly. We hear tales of various owners being difficult, disliked, and abandoned, but we don't see any of it.

We're in Miami — and later Nassau — for two reasons. The first is to see just what all this SORC hoopla is about; the second is to follow the fortunes of two northern California boats, Bill Clute's *High Noon* and Dave Fenix's *Pegasus*.

Virtually all of our expectations of the SORC have come from various sailing magazines, but they've not prepared us

for what we see. It's one surprise after another. Take the weather. Rather than the advertised sun and warmth, there is a chilly rain falling. During a couple of the races, cold fronts came through and froze everyone to death.

And what of the opulence you'd expect at such a grand prix racing event? In Miami there was scant evidence of any such thing. Crossing a park to get to the fleet we noticed down-and-outers had taken up residence in grocery carts, garbage was strewn about, and we were serenaded by a whispered chorus of "Cocaine?" Later we're advised to cross the park in daylight, preferably in company.

The clean but ersatzly decorated

Miami hotels aren't much better. Two crewmembers off *High Noon* discovered a gentleman in their room very late one evening. He offered the impossibly ridiculous explanation that he thought it was a college dormitory. Trick 'n treat women wandered freely, toting

the wisdom of experience. "You can tell the sailors," said one busy lady after singlehandedly servicing almost an entire crew, "they don't wear any underwear."

Even the SORC fleet took us by surprise. Prepared to be overwhelmed, we

ended up with an 'is that all there is?' feeling. Perhaps it was because we were already familiar with half of the big Class A boats — *Kialoa*, *Ondine*, *Jader*, *Equaltion*, *Mistress Quickly* (*Ballyhoo*) — from the west coast. Certainly the 22 or so boats comprising classes B and C



were mighty impressive, but those in classes C, D, and F, were less so. The St. Francis Big Boat Series fleet of 1978 wasn't this one's equal, but it seemed in the ballpark.

As we went to press last issue, we



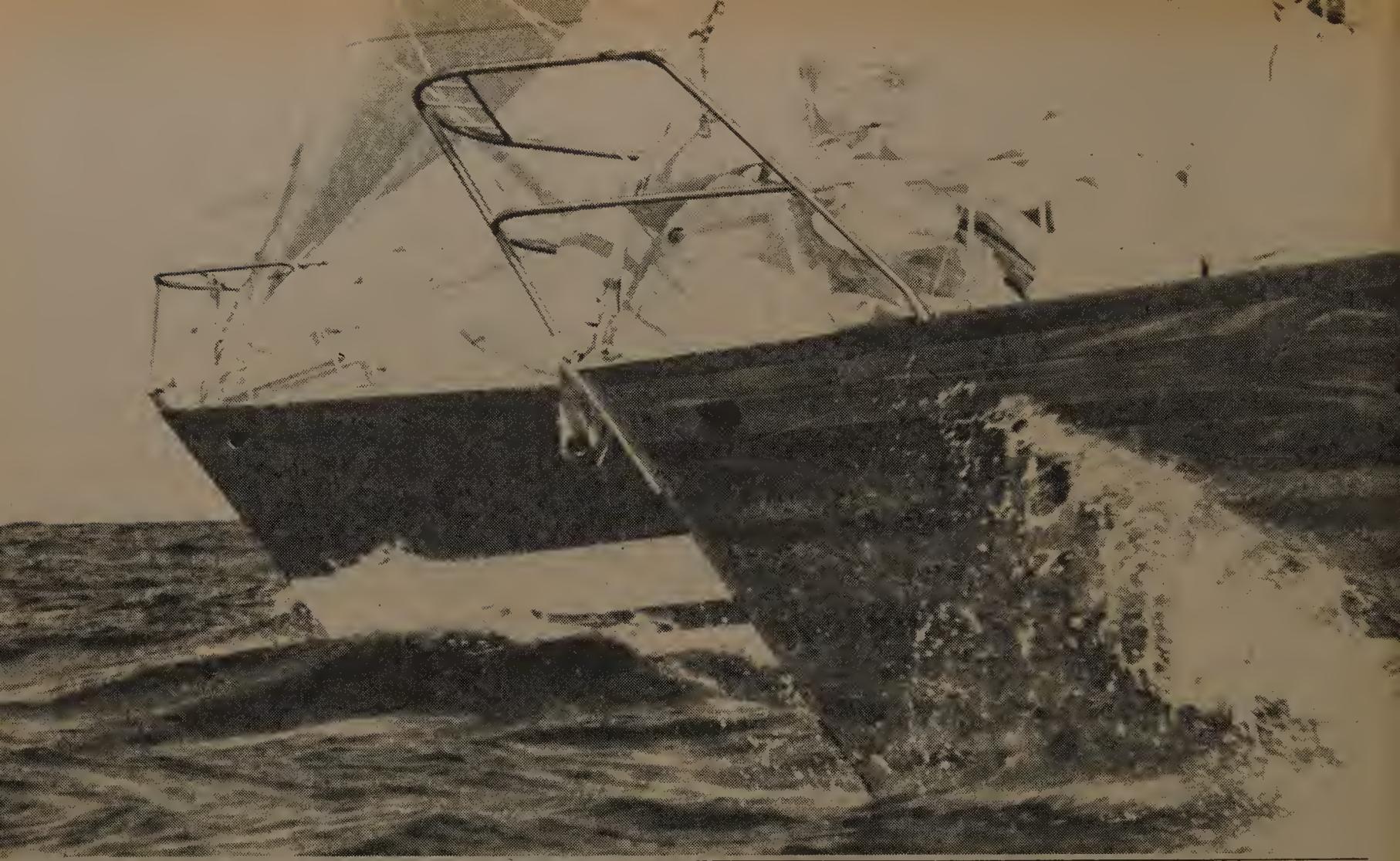
Pegasus, reaching into Nassau.



If you hit a horse with your car it's a \$50 fine.

This is Tatoosh.





Immigrant (left) and High Noon going neck and neck. Immigrant is a sistership to the very successful Ed Dubois-designed Police Car.

reported on the seemingly different futures of local boats *High Noon* and *Pegasus* after just one race. Bill Clute's fractional rig Peterson Two Tonner *High Noon* had taken 3rd in class and 14th in fleet for that first race. Clute was optimistic that his crew differences had finally been resolved, the crumbling mast sufficiently reinforced, and that his boat's best reaching and running races still lay ahead.

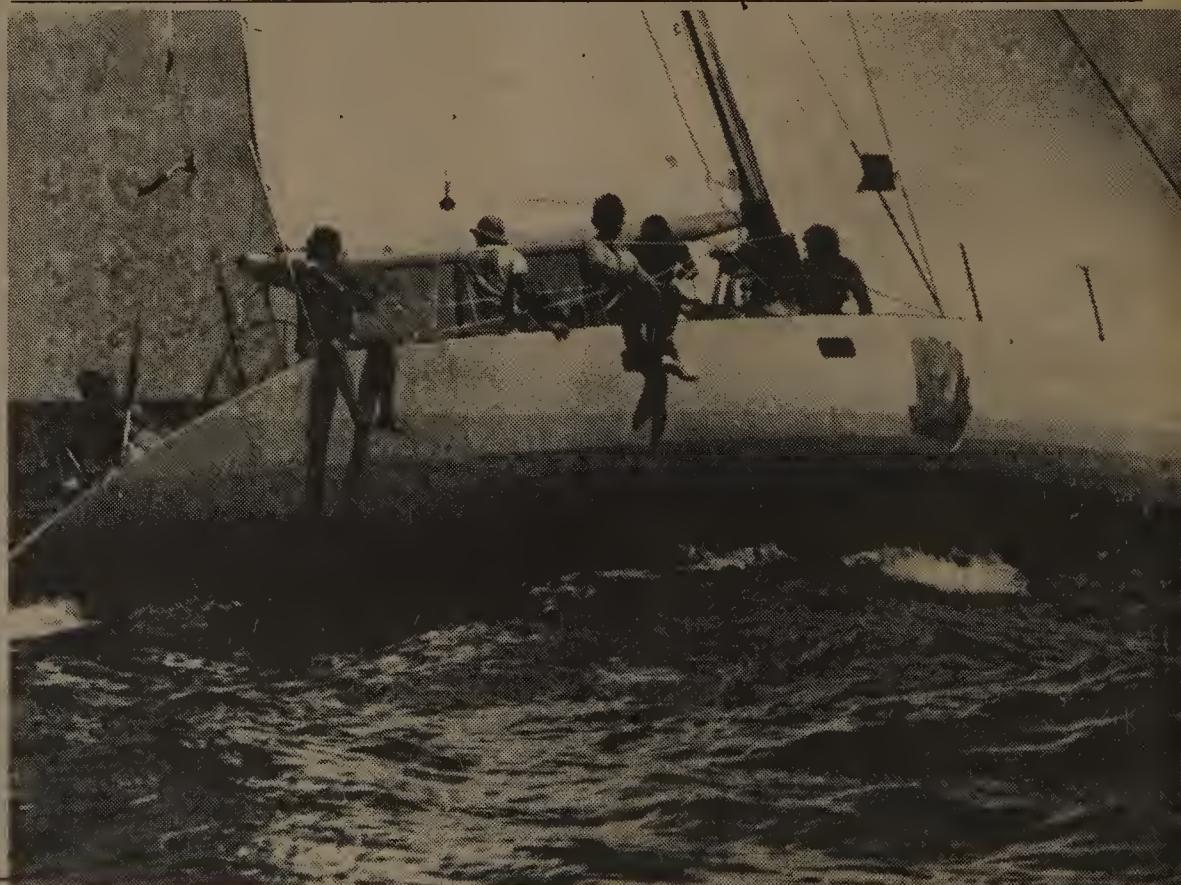
Steve Taft on Dave Fenix's new 46-foot Holland design, *Pegasus*, wasn't gloomy, but he painted a sober assessment of the boat's chances and what lay ahead for the crew. There had been severe problems getting the boat to float down on her lines, and when sailing she just seemed 'wrong'. Other than going to weather very well in a breeze, *Pegasus* just didn't move through the water as fast as other boats with similar ratings. After taking a 5th in class and 25th in the fleet for the first race, Taft and the crew on *Pegasus* anticipated a difficult series.

So there we are in Nassau; the breezes are warm, the sky is blue, the

water clear, the people friendly, the streets clean — everything is the an-

tithesis of Miami. The races have all been sailed, the rum punches downed,

Pegasus, with her duct tape hull patch visible just about midships.



the girls chased, the butter slabs thrown. And son of a gun, *Pegasus* has taken 3rd in a very, very competitive Class B, and 4th in a strong fleet of 70 boats. *High Noon* on the other hand, has finished a disappointing 5th in Class C and 19th overall — even more disheartening is that her aluminum sister ship from San Diego, *Forte*, has taken 2nd in Class and 3rd in the circuit. What the hell happened to switch their fortunes?

The explanation for *Pegasus'* success — despite poor boatspeed — is that she had such an outstanding crew. Many boats had crew that had superb sailing technique, others were long on experience, and yet others had crews with good teamwork and positive attitudes. The difference was that *Pegasus'* crew was super strong in all of these areas.

Take technique. Helmsman Skip Allan, regarded as among the best in the world, might pick up 10 or 15 seconds with a good start, and then maybe a few more seconds each mile thereafter with superior steering. A well-executed jibe by Tad Lacey on the foredeck might pick up a few seconds more over most boats — and maybe half a minute or two on a boat that shanked the maneuver. By grinding the genoa in just a little faster, Don Kohlman might pick up three or four seconds on each tack. Sailmaker Steve Taft might gain a couple more seconds each mile by having picked exactly the right sail the first time and having it set "just so."

There are two important weather factors that can dominate most of the SORC races. One is the cold fronts that roar through from the north, 'clocking' the winds 180 degrees. The other is the gulfstream and its erratic but powerful currents. Experience is important in dealing with both of these phenomena. *Pegasus'* navigator, Ben Mitchell, has done a whole quiver of SORCs, and with his state-of-the-art electronic gear plus experience, he can save miles of sailing by knowing right where the boat is in relation to the stream and how to play it. And *Pegasus'* crew, the majority



Looks like this fella lost his shorts, doesn't it? This buffonery, directly in front of the Nassau Harbor Club, delighted a number of retired ladies who spent the afternoon gazing through their binoculars.

of whom have sailed on a number of previous SORC winners, have seen about a million 'clockings' of the wind and know how to use them to their best advantage — or at least get hurt the least by them. That's good for even more time saved on the course.

And so in virtually every situation the positive qualities embodied in *Pegasus'* experienced and talented crew can add a few seconds here, save a few more there, cut off a mile here. When it's all added up in a long race, it can make a

substantial difference. Those time savings may not be enough to ever earn your 'slow' boat a win in fleet or even class over an almost as well sailed fast boat. But, what it does do, and this is what happened with *Pegasus*, is keep you from ever doing very poorly. So while *Pegasus* never even took a first in class — she was the only boat in the top ten of the fleet that didn't — she never got blown out of any race. Her 5-3-7-2-5-7 placings in class were not individually spectacular, but collec-



From left; Craig Gillette, forgot, forgot, Tad Lacey, Bill Barton, Steve Taft, Skip Allan, Don Kohlman, Ben Mitchell, and Bob Norman.

tively they put her in third behind two brand new Frers designs that were recognized speedsters — and well sailed, too.

After the first race, Bill Clute told us he was a little depressed by how *High Noon* had done. *Pegasus* had done much worse, but Taft wasn't depressed at all. He and his crew had been around the SORCs enough to know that consistency is everything — as it proved to be — and therefore it was easy for them to keep their spirits up. So while *Pegasus*' crew didn't bring the SORC title back with them — and make no mistake that's what they had gone back to get — they could come back satisfied they sailed very close to the boat's potential in her current configuration.

Before we lead everyone to believe that *Pegasus* is a complete pig, we should point out that 'slow' is a relative term. Steve Taft, for example, explained that even though the boat was

'wrong,' racing against boats on the bay "would be a joke." *Pegasus*'s owner, Dave Fenix, whose crushing business schedule prevented him from sailing the last two races, has cancelled plans to take the boat to the Onion Patch Series and the Sardinia Cup. Consequently, bay area sailors will soon get their chance to prove Taft wrong. First however, there will be a brief interlude at Kiwi Boat Works where a hole amidships is going to have to be repaired. The hole is courtesy of *Bla Carat*'s bow, handed out while barging at the starting line of the Nassau Cup. It was a good-sized clean hole and the crew covered it on the outside of the hull with duct tape. Even when kept underwater for prolonged periods of time, it never leaked a drop.

High Noon's problems however, couldn't have been held together with all the duct tape in the world. The super-

thin mast needed stiffening bars added everywhere to keep her aloft. But far worse were the crew problems which had been festering since the so-called sea trials in San Diego.

Differences between various crew factions that crippled the boat in early races, finally became unbearable halfway through the circuit. Donny Anderson rapidly blended in with the rest of the crew after a rocky start, but Tom Blackaller and Jimmy Pugh didn't. It became so bad that Vito Bialila, Bob Smith and Greg Paxton were flown into replace the semi-pros, Blackaller and Pugh, and navigator John Norheim.

Before anyone jumps to conclusions about anybody being 'guilty' or a 'bad guy', there is some explanation necessary. First of all, Norheim's departure was on the most cordial terms, and was due primarily because he had come aboard with Blackaller. The least well-known of the three who left, Norheim

was ironically missed the most for the last three races. His skills as a navigator, and especially as a tactician sorely missed.

Additionally, we've never known a guy who likes pressure, tension, anxiety, and conflict the way Bill Clute does. When most people are reaching for the Valiums, he's just starting to enjoy himself. When he sat down to draw up the crew list months ago, he was perfectly aware of the volatile elements he was mixing. He thought he could control the resultant energy in a positive direction; it just didn't turn out that way.

Shortcomings were not only limited to crew problems and a questionable stick. At a crucial point in the important Ft. Lauderdale race, her sistership *Forte* popped a small chute on a close reach and pulled right away. *High Noon* didn't have a similar sail then and got left in the dust, unable to either point as high or go as fast. The boat was also short of SORC experience, so the Gulfstream was puzzling and the clocking of the wind was something the crew wasn't accustomed to. It was only near the end of the series they felt as though they were finally getting to know how to get the most out of the boat.

High Noon's finest moment came at the dinner table the evening of the finish of the Miami to Nassau Race. That day she'd chased the higher rated *Love Machine* in a close corrected time battle. A former crewmember, now on *Love Machine*, stopped by to congratulate them on the fine sail and suggested that they'd come up a little short. After a few glum moments at the table, the official results showed that *High Noon* had indeed corrected out ahead, good enough for Class C. Sweet revenge. There were toasts all around and water in Clute's eyes.

Now What

Now both boats are heading back to the bay area, and again they seem about to exchange fates. *Pegasus* seems flawed in her current state, and her crew thinks she needs very serious modifica-



Ted Hood easily won Class F with *Robin*, but only 6 boats in that class sailed the whole series. He took 6th in fleet, and that's no fluke. A very favorable old-age allowance, however, is a big help.

tions. We last saw them at breakfast with Ron Holland, no doubt discussing possible solutions. *Pegasus* may have overachieved at the circuit, but her future looks uncertain.

High Noon returns with a poor show-

ing at the circuit, but bursting with potential. Her sistership proved the design is fast, and the crew thinks a little added ballast and a reliable mast will make her even faster. When we last saw Clute and his crew they were talking

Like always Ted Turner was *Tenacious* and won Class A, taking 11th in fleet.



SORC 1980

about plans to represent the United States in the Pan Am Clipper Series in Hawaii this summer.

There's a big change in her crew, too. She went into the series with a divided and disgruntled group. She came out with one of the happiest in the circuit. Individually they may not be as talented as some crews, but they're good and willing to fight to get better. They also think that Bill Clute is the greatest guy who ever owned a sailboat. Part of it is the way he took care of them. Part of it is that he never lost his cool or sense of humor during all the frustrations. But there's something else going on that installs a feeling of loyalty, but we've yet to pick it up.

Heather Clute is a story in her own right. Frequently queasy during the circuit, she cooked hot meal, after hot meal, after hot meal. Any moment, day or night she was not only ready, but insisted on handling galley chores. Heather's been sailing a long time, having done TransPac's with her parents when they owned *Peer Gynt*. Later she

Steve Taft ends a day of spinnaker flying by landing on deck back near the cockpit.



Pegasus, chasing the boat she was built to beat, Aries.

taught Bill to sail, and there were probably moments at the circuit when she wished she hadn't. Specifically the night she had to move into a room with her daughter so designer Doug Peterson could share a room with her husband. The circuit makes for strange bedfellows.

Top Boat

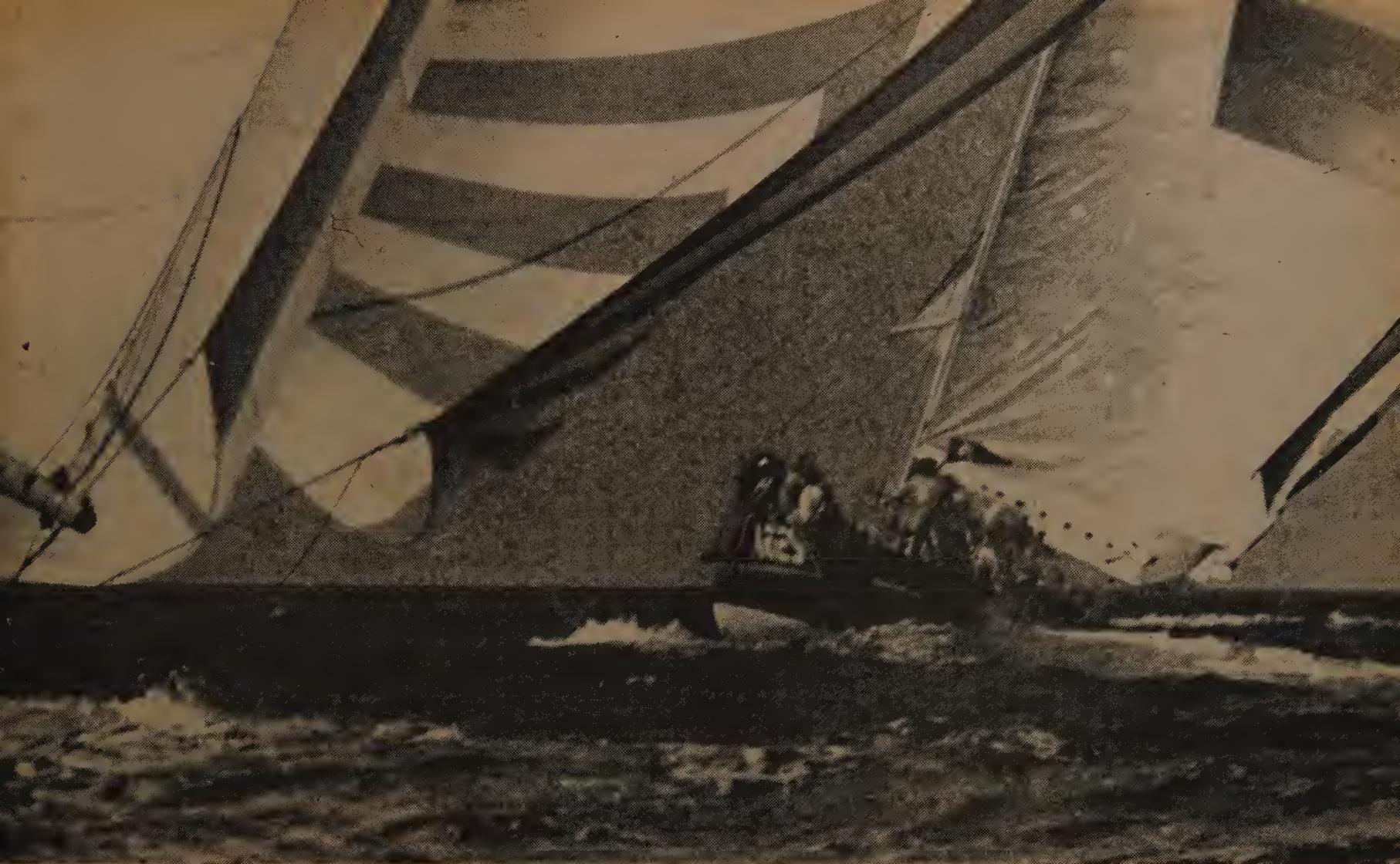
Top boat at the circuit this year was *Acadia*, a Serendipity 43 sailed by Burt Keenan and a bunch of good old boys from New Orleans. Over breakfast Peterson said it was the same boat as Roger Hall's *Wings*, the only difference being that she rated about .7 foot lower and was a little heavier. Keenan and his boys from Louisiana are no novices at winning. They've done very well in past circuits with their previous *Acadia*, a Frers 51, and sailed the Admiral's Cup last year for Argentina. They know how to make a boat move.

Naturally Bob Moe at Serendipity Yachts in San Francisco was excited by his boat winning, and is even more ex-

cited with the news that Burt, the boat, and the boys are planning to sail the Big Boat Series this year. These boys do like to have their fun, so mothers will be advised to lock up their daughters. Their theme song during the circuit was Jerry Jeff Walker's "Pissing in the Wind". During a day of spinnaker flying they launched pyrotechnics at every boat in the area. The killer was the night before the Miami to Nassau Race. They presented the crew of *High Noon* with a personally inscribed four-color filthy porno feature titled *High Noon*. They do like to win, but they do like to have their fun, too.

Second place boat in the fleet was a very fast new Frers 46 called *Tatoosh*. Third was *Forte*, *High Noon*'s sistership. Fourth was *Pegasus*. Fifth went to *Merrythought*, a sistership of *Tatoosh*.

We're jet-lagged out, up against the wall of a deadline, and someone's stole our film. So look for some follow-up thoughts on the SORC, and a little bit on Nassau next month.



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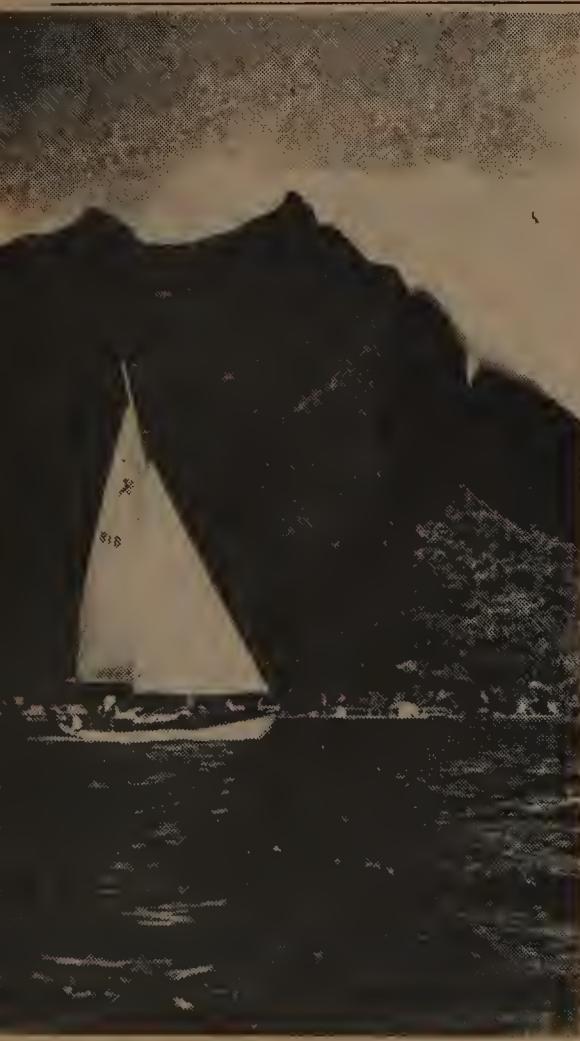
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YACHT CLUB

All Photos by Richard McCreedy

What could be better than sailing into the pass at Bora Bora just after sunrise with the vibrant color of green and the sweet scents of frangipani, ginger, and tiare stimulating nostalgic feelings of lush tropical lands? Not much, except to also have Alex Du Prel, a smiling blond Frenchman, motor out in his canoe to greet you and lead you to a safe anchorage in front of the Bora Bora Yacht Club.

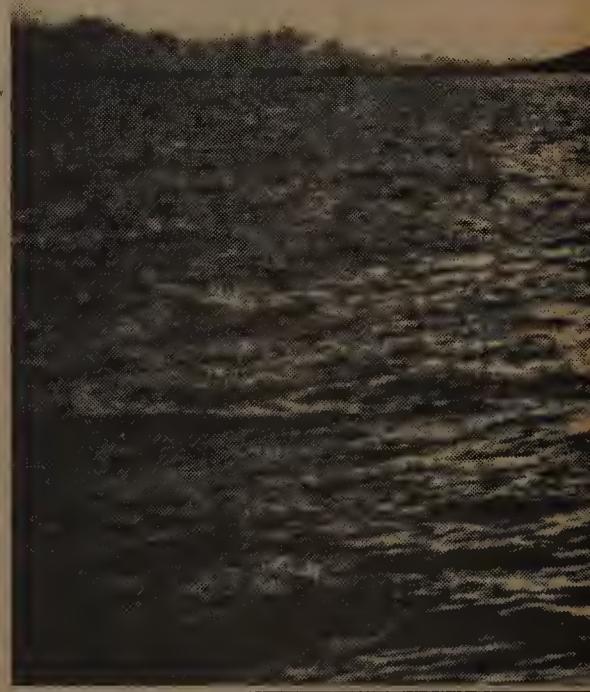
"Poo Ting" under sail in the lagoon at Bora Bora.



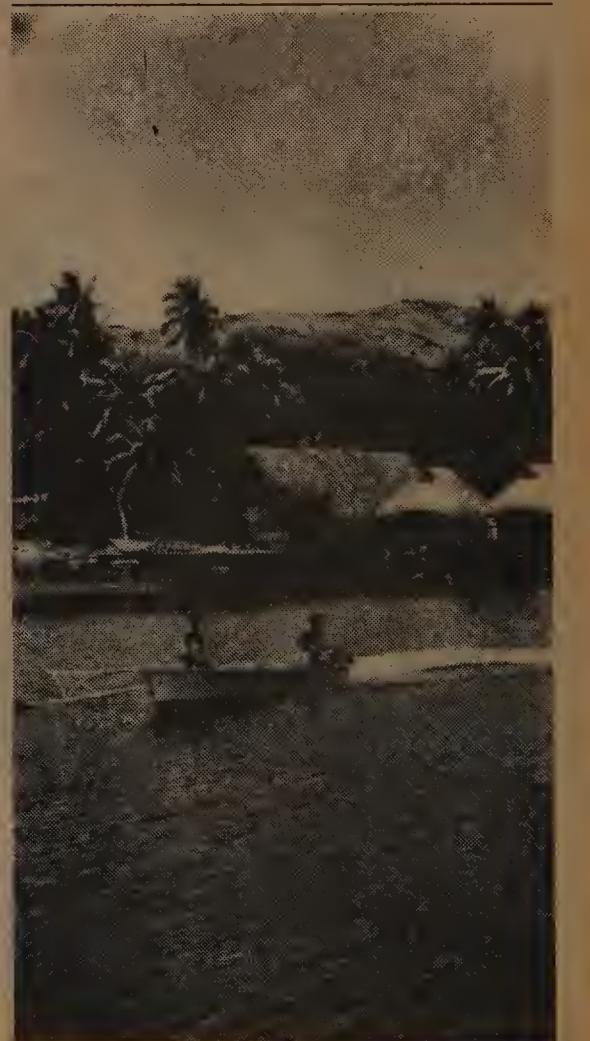
Since May 1978, the Bora Bora Yacht Club has been in existence. Situated in the lee of the tradewinds, the yacht club has one of the best anchorages in the lagoon with a coral free sand/mud bottom. After entering the lagoon through Passe Teavanui (the only pass at Bora Bora,) the club is visible from the center channel beacon in a direction of 075 degrees magnetic at a distance of one mile. The anchorage is between Pointe Pahua and Pointe Farepiti. The beacon at Pointe Pahua should be given a wide berth as there is foul ground near it.

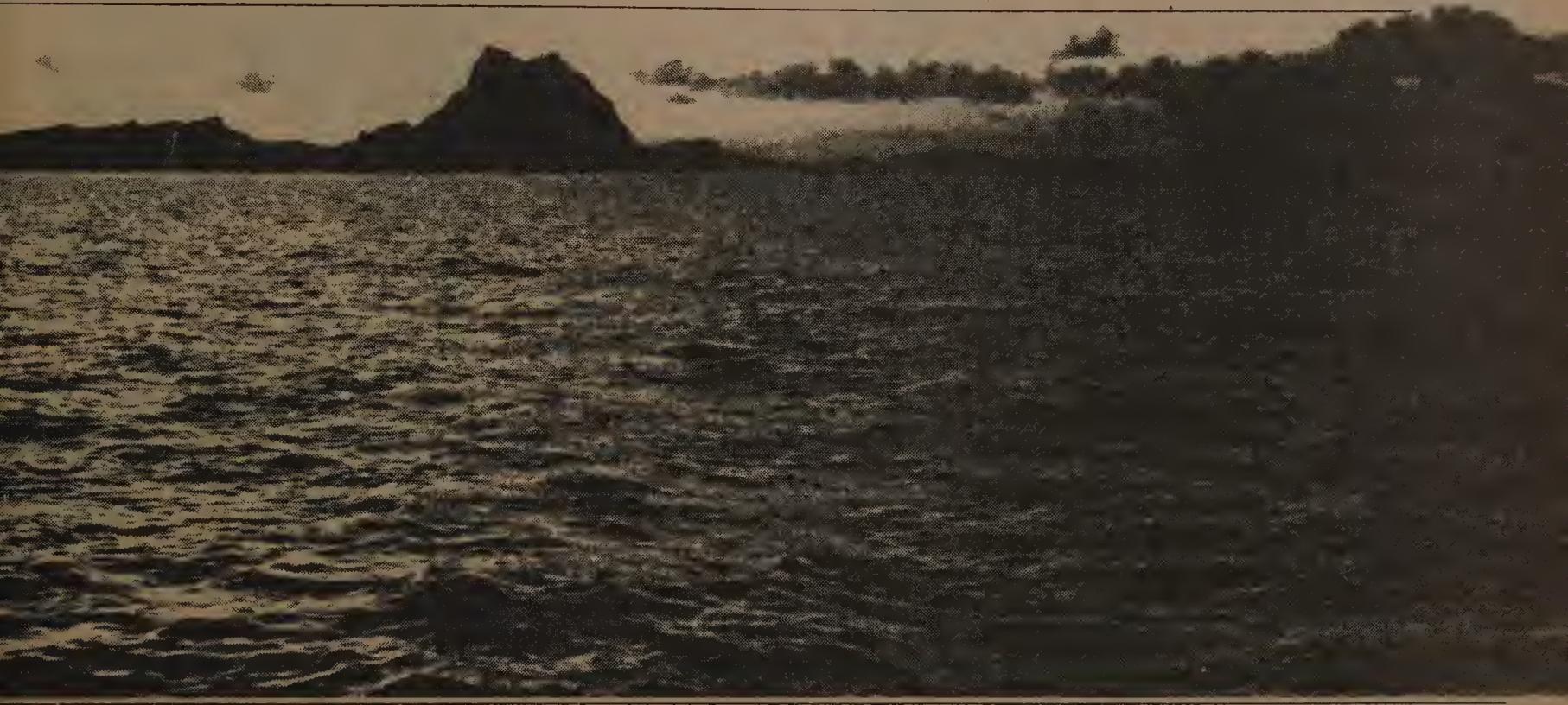
The yacht club itself consists of one large main building and several smaller huts. The building is an "A" frame structure with a thatched roof and woven bamboo walls. Traditional Tahitian building techniques and local materials have been used to make the bungalows fit the environment. At the present time, there are three bungalows complete, with plans for a total of six. These bungalows will be an ideal place for friends and relatives of visiting yachts to stay at half the price of the larger hotels on the island.

The yacht club is owned and operated by Alex and Michelle Du Prel and their two children, Phillippe and Sophie. The Du Prels are cruising people that have found their 'niche' in French Polynesia. They keep their boat *Lutetia* anchored out in front of the club. Alex is ham operator FOBG and other hams will recognize his characteristic French accent when he says "Bora Bora". Alex speaks French, English, German, Spanish, and Portuguese.



Alex du Prel motors out to greet another yacht.





Approaching Bora Bora from the west at sunrise.

Michelle speaks French and English.

The Du Prels have used their cruising experience to provide truly warm hospitality combined with the services that visiting yachts need. The yacht club offers free fresh water showers and toilet facilities in a clean tile and concrete building with a thatched roof. In the same building there are two washing machines and a dryer which may be used for a fee.

Food at the yacht club is high on the priority list. The main building has a restaurant/bar that serves lunch and dinner. Items such as ice cold beer, ice cream, hamburgers of freshly ground beef, tropical fruit, and fresh salads make the restaurant hard to resist. There is also a fish truck that stops at the yacht club in the afternoon to sell fresh tuna and mahi mahi. Under construction is an outdoor barbecue pit where visiting yachtspeople may cook their own dinners, especially on Monday when the restaurant is closed.

Other services the yacht club offers are a bicycle to ride to town, an exchange paperback library, and the handling of mail. Mail may be sent to the yacht club address: Name of Yacht,

Tahitian women with flower lei.



Yacht Club De Bora Bora, Bora Bora, French Polynesia. Mail will be held indefinitely or will be forwarded upon request plus the cost of forwarding postage.

The Bora Bora Yacht Club is a good point of departure from French Polynesia for yachts heading west or north. There is 110v or 220v power available for using tools and charging batteries. Eventually, there will be a heavy duty sewing machine for sail repairs. There is fresh water at the club and some fresh produce in town. To get the best quality fresh produce, go directly to the trading ship that visits Bora Bora once a week.

Single handers will find a special welcome at the Bora Bora Yacht Club. Alex has sailed solo and believes "Single handers are the only sensible people cruising." He feels this way, first, because he has observed that most of the problems people have cruising revolve around getting along with each other. Secondly, the psychological experience of being alone at sea has great value.

Some cruising people may be sorry to hear that a yacht club has been built in

BORA BORA

Bora Bora for fear that French Polynesia is becoming too developed. To a limited extent, Bora Bora has lost some of its charm by becoming modernized, but there are several reasons why the yacht club is a welcome attraction to this tropical island. Mainly, it helps solve some of the problems caused by numerous yachts visiting each year. For example, non-biodegradable garbage may be taken ashore to the yacht club's garbage cans. The yacht club provides a place to have a shower, a dinner out, or just a beer in the shade during the heat of the day, without dealing with the hotels that often have the attitude that cruisers are second class travellers.

The Bora Bora Yacht Club is casual, unpretentious, and friendly. The only requirements to become a member are to come to Bora Bora and pay a small

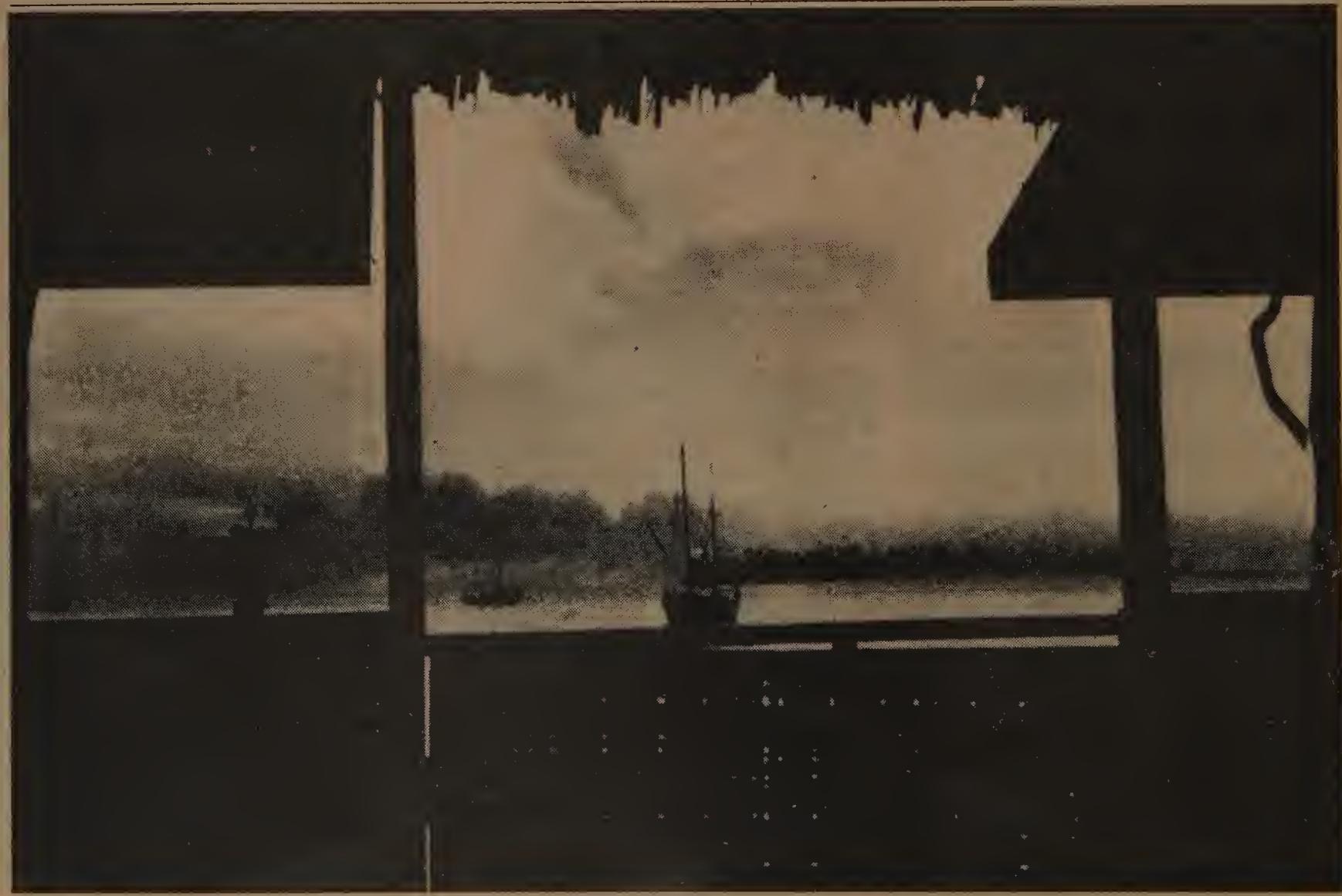
membership fee. The Du Prels live in the upstairs section of the main building and the feeling is that you are visiting them in their home rather than at a yacht club. Children are welcome and will find Phillippe and Sophie good friends. Alex is always ready to play a game of chess or to just sit and talk. Actions speak louder than words and the De Prels spend the whole day making their guests welcome. For instance, Alex has been known to take time from running the restaurant to motor out in his canoe, lantern in hand, to guide a yacht coming into the pass at night.

There are still secluded anchorages to visit at Bora Bora. The sheer beauty of the island remains. The luxuries that the Bora Bora Yacht Club provides are merely available when they are desired.



The shower hut has welcome fresh water showers.

A serene sunset from a club bungalow.



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35'	RAFIKI, '78, full keel, dsl., ocean proven.....	59,500
36'	PEARSON, '74, dsl., strong, like new.....	59,000
36'	ISLANDER, '71, full race, good record.....	50,000
37'	C.T. CUTTER, '78, dsl., custom, heavy duty.....	95,000
37'	SEA BIRD, '75, dsl., aft-cabin, liveaboard, ketch.....	67,500
38'	DNONEASTER, '75, U.S. built, cutter, dsl.....	70,000
41'	CT AFT CABIN, '75, custom U.S. interior.....	81,500
41'	MORGAN OUT-ISLAND, '75, dsl., ketch.....	89,000
41'	NEWPORT, '75.....	95,000
41'	MORGAN OUT-ISLAND, '76, dsl., ketch.....	89,500
42'	WESTSAIL, '78.....	127,000

WOOD

31'	VAN DAM, '59, nice cruiser.....	17,950
32'	BLOCK ISLAND CUTTER, '64.....	27,900
34'	NICHOLS YAWL, '61, pacific vet.....	29,900
37'	RHODES, '56, dsl., fast, top const.....	47,500
37'	GARDEN KETCH, '65, dsl., trad.....	49,900
40'	PILOT HOUSE CUTTER, '68, no-nonsense dsl. cutter.....	55,600
40'	GARDEN KETCH, '68, dsl., fully-found offshore.....	77,800
45'	MOTORSAILER, '62, twin dsl., pac./atlantic vet.....	110,000
50'	CUSTOM SLOOP, '75, dsl., elegant charter/cruise.....	220,000
50'	STONE YAWL, '29, dsl., classic.....	68,500

STEEL

32'	VAN DER VLIS, '72, authentic ocean cruiser.....	32,500
45'	STEEL KETCH, '47, ultimate strength, dsl.....	55,000
47'	COLIN ARCHER, '72, ketch, diesel, a 'small ship'.....	95,000

POWER, OFFSHORE DIESEL

35'	BENFORD NORTH SEA, '72, 4,000 mile range, like new.....	49,500
36'	SMITH TRAWLER, '44, classic, exc. cond.....	34,000
48'	ADMIRALTY, '44, absolutely bristol, cruising now.....	102,000
55'	WHEELHOUSE TRAWLER, '72, fishing, research.....	150,000

LOCATED OFF 780 BETWEEN VALLEJO & BENICIA

SPAULDING 33

LOA 33'3"
LWL 24'3"
BEAM 9'
DRAFT 5'4"



The Spaulding 33 was designed in 1950 by noted Sausalito yachtsman, designer, and IOR measurer, Myron Spaulding. She is unique among boats her size in that eight of the nine S33's were owner-built.

In 1949 yachtsman J. Arvid Johnson of the Golden Gate YC and his crewmembers on the Spaulding-designed 50-ft. yawl *Suomi* asked Myron to draw a boat that could race successfully yet with comfort and headroom for family cruising. It also had to be economical for inexperienced craftsmen to build.

Myron explained, "they had a drawing of a stock boat built in the East, designed by Charles McGregor called a *Threesome* . . . they wanted a "foursome", that could sleep four."

So Myron came up with a simple design utilizing standard 4x12 sheets of plywood for the hull, canvas decks, douglas fir framing and mast, and mahagony or teak trim. The finest possible materials were used to reduce maintenance costs.

The four original owners, Arvid Johnson, Otto Bueren, Frank Delucchi, and Jeff Capell, rented a shed down near Hunter's Point in which to build their boats. They worked together on patterns and layouts. "They pooled all their funds to get the fastenings, lead, and made a mold for the keel," Myron said. "They cooked the lead and poured it themselves. They did all the dirty work . . . no short cuts . . . and each one helped the other fella as they built these boats. They were four guys with four different backgrounds and attitudes, but they worked exceptionally well together."

These first four boats were launched around 1952, each boat representing an estimated 120 man-days of weekend and after-work time by her owner. The total cost was about \$5,000 for each boat. The interior accomodations include four 6'3" bunks, galley and enclosed head, 6'2" headroom, with 40 gallon water and gasoline tanks. The auxiliary engines were varied, "scrounged" by each owner.



PHOTO BY DIANE BEESTON

The Spaulding 33's raced successfully as a one-design class, and original owner Jeff Capell remarked, "We had a great class, everybody liked each other and everybody was friendly and competitive. We did a lot of racing on the bay and in the ocean, and we sailed the Santa Cruz race every year."

Over the years five more were built in the bay area, the last

SPAULDING 33



launched in the early 60's. The only one not built by her owner was No. 8, *Kim*. Her hull was built by Barney Nicholls and she was completed by her owner, Dick Connick. The Spaulding 33's raced as a one-design class as late as 1977 and there are still two actively racing PHRF with a rating of 186.

Ron Toschi, current owner of *Kim*, explained why the

owners consider them such super boats; "The boats are extremely well-balanced. Downwind they track on a perfectly straight line. I've never reefed *Kim* on the bay . . . and we have never had an anxious moment with the boat."

Myron's design has been cruised, too. Robert Flowerman sailed his to Hawaii and back a few years ago. More on that in a future issue.

- sue rowley

IRREVERENT GUIDE

IT REALLY IS
THIS WAY

In Cabo San Lucas, a six pack of Superior costs 60 pesos, the 100 or more resident yachts are connected by a VHF party line and "you gotta be out front about dope or you might miss out." But despite high prices, the lack of privacy in an anchorage that resembles Avalon or Angel Island and extreme deprivation for the non-cocktail set; lots of boats stay in Cabo for months instead of weeks.

It's true that Cabo bears a marked resemblance to California's most popular week-end spots, but if you can think of the "Cruisers Cabo San Lucas" (C.C.S.L.) as a small town afloat, you

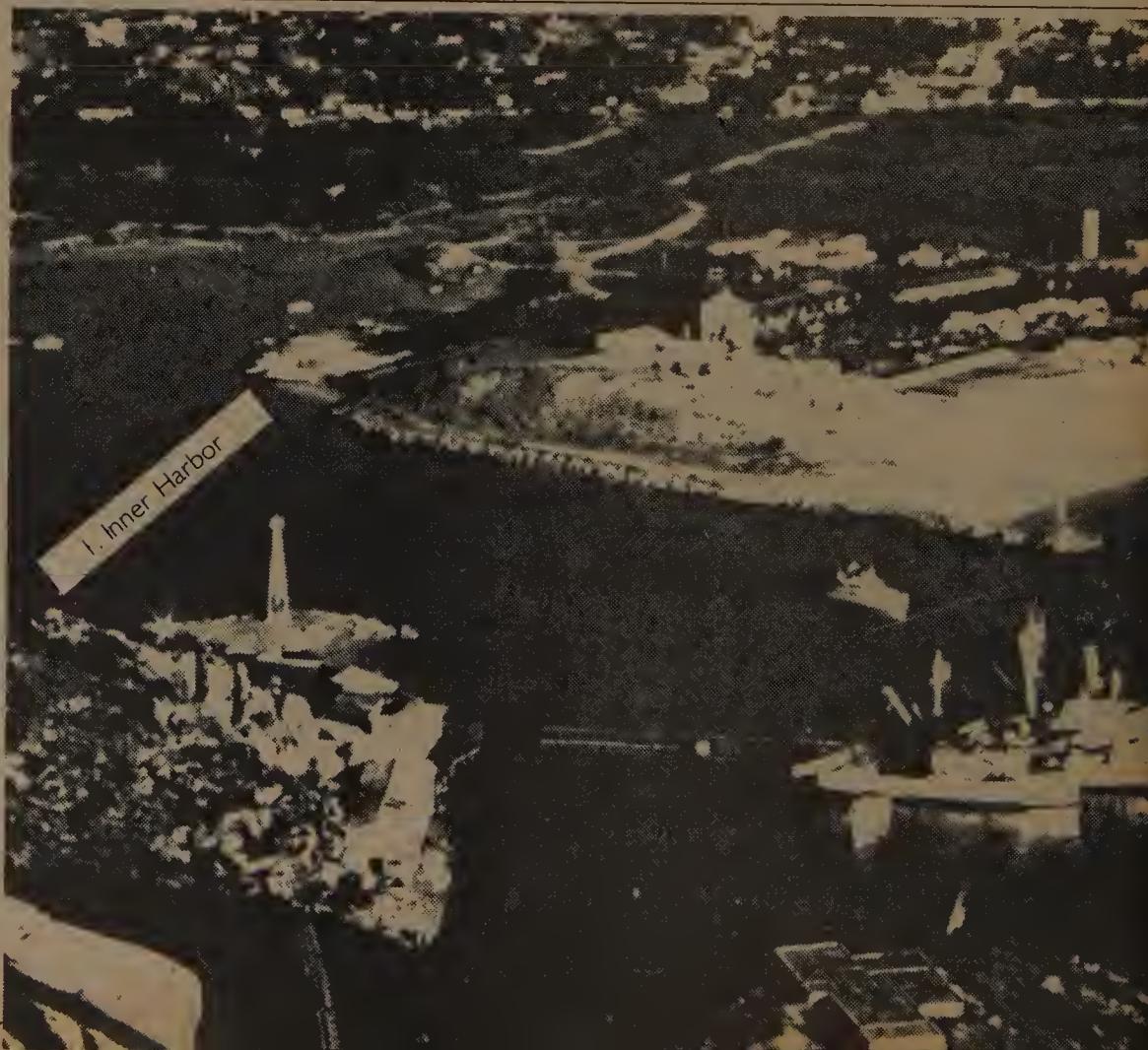
will begin to grasp the nature of life at the Cape. Like any small town, Cabo has *residents*, who can be identified by barnacles growing on their anchor rodes, and *transients*, sailors who swell with self importance as they mumble phrases like pilot charts and trade winds. Cabo also has its own in-crowd, dirty old men, neighborhoods, radio programs, leaders, followers and social classes. Here then, is an *Irreverent Guide to the Cruisers Cabo San Lucas* for the 79-80 season.

The People: Although all citizens of CCSL call themselves "boaters," one should not confuse the fellow who drops his anchor on top of yours with the more acceptable caste, that of "salt". Unfortunately, most boaters look remarkably alike. One wise observer has noted, however, that very few salts drive boats made in Taiwan. Further

social distinctions separate the (power)boaters and the (sail)boaters and the (small)boaters and the (big)boaters. CCSL is an integrated community and each of the various neighborhoods are open to any boater. As they say, "there is always room for one more!!"

The Neighborhoods: Before your arrival in CCSL, you should give careful consideration to the neighborhood in which you will drop your two hooks. Like real estate everywhere, it's location, location, location!! "The inner harbor," despite pollution from the cannery and fuel docks, filthy water, lousy holding ground, extreme overcrowding, heavy ponga traffic, air and noise pollution from powerboats and lots of tourists from cruise ships, still remains very popular with those who prefer the convenience of an inner city location. And

Cabo has its
in crowd, dirty
old men, neigh-
borhoods, radio
programs, leaders,
followers, and
social classes



why not, for the homesick cruiser, the inner harbor has much the same charm of the Oakland Estuary or San Pedro. If you choose the fabulous inner harbor, you can rest assured that you will feel right at home with the shy about anchoring crowd.

Like any growing community, CCSL suffers from suburban sprawl. Charming "Hacienda Shores" offers a close in location, within earshot of all the night disco and the beach front beer bars. Moving northward, the "Water Sign Way" area is popular with those who like slightly heavier surf to land in and also makes those fresh water trips a snap. If you don't mind a long commute, the ever expanding far north side offers single anchor lots, beautiful scenery and refined country living. Despite exposure to the sea swell and long commutes, suburban CCSL remains the home of the smart set.

Leaders and Followers: The established seat of power is that of net control on the Monday-Saturday 0800 radio program on Ch. 68. Each morning the net control gives a useless weather report, scraps of world news, the propane report (the local energy crisis) and the price of gold. The net control person has historically been the most influential yachtie and each control has pushed his pet project hard each morning. One such program was the port hole peeper report, another the volleyball tourney, another was day care for kids and the latest is a series of spontaneous beach parties. Each net control seems to develop a cult following and the change of leadership, however undemocratic, is always a big event in the community.

Entertainment: Radio CCSL also offers irregularly scheduled programming

such as Sunday Night Live, late night fare for the younger set and the always sick antics of REX, the lovable "gash" hunting mayor of the inner harbor. For this commentator's money, the best entertainment is still on Ch. 16 whenever it gets a little windy or nights with a full moon.

If you really want to get away from it all, you might have to go further than Cabo, but if paradise ain't perfect, it isn't that bad either. As one local resident put it, "you can leave, but you can't get away."

Note: Here are some of the Northern California boats seen in Cabo; apologies to those omitted. *Long Time Girl, Minoa, Alvis, Minatoo, Geniver, Lightfoot, Pilot, Whispurr, Kate, Myojo, Moonmist, Whoosh, Vangard, Stray and Rhiannon.*

— larry blake



CREW LIST

The following names are the responses we received to the "I want crew for my boat" and "I want to crew" forms we ran in last month's Sightings section.

The form we used in the "I want crew for my boat" is: kind of boat / name / location of boat / phone number.

The form for people wanting to crew

is: name / age / sex / amount of experience / size of boat wished to sail on / phone number.

Both 'crew' and 'want crew' sections are divided into three groups: those for the ocean, those for the bay, and those for the bay and ocean.

Good luck to you all.

I NEED CREW

I WANT CREW FOR OCEAN

Santa Cruz 27, Franz Klitz, Richmond YC, (707) 644-0456 (707) 642-1589
Westsail 32, Burwell Taylor, Sausalito Yacht Harbor, (415) 332-4819
Venture 24, John Mills, Sacramento, (916) 988-2649

I WANT CREW FOR BAY

C- 20, "Mac" Macario, S.F. City, West Harbor, 664-2287 557-1698
Newport 30, Rod Lorimer, Brickyard Cove, 462-2100 x527 482-5334
Sun 27' Sail, Roland A. Gibson, San Leandro Marina, (415) 546-2133 (415) 687-1217
Aphrodite 101, Peter Buck, Port Sonoma/Brickyard Cove, (415) 892-6167
Gladiator 24, Lawrence S. Olsen, Alameda, (415) 632-4042
Peterson 1/4 T, Ray Palmer/Courtney Clarkson, Gas House Cove, 433-0150 921-3610
Bear, Joe Bambara, Gas House Cove, 922-5937
Mull Custom 1/4 T, Roy Samuelson, Gas House Cove, 552-2674
IC No. 75 (33 ft.), Frank Sayre, Basin 2, Sausalito, (415) 332-8432
Lion 35, Fred Feied, Berkeley Marriott Inn, 526-4559
Cal 3-30, Edwardo Galvan, Emeryville Marina, (408) 249-7772 (408) 247-9777
Catalina 25, Lance Emerson, Vallejo Muni. Marina, (707) 252-1287
Columbia 28, Hugh Dickson, South San Francisco, (415) 755-0588

I WANT CREW FOR OCEAN/BAY

Bodega 30, Owen P. Lurio, Redwood City, (415) 368-3992
Hunter 37', Don Esola, Pier 39, 894-5329 981-7755
Pearson 33, Charlie Brabant, Monterey Bay/S.F. South Bay, (415) 941-6937
Buccaneer 335, Orlando Paz, Richmond, (415) 697-0440 (415) 591-7307
Peterson 34, Jerry Warren, Brickyard Cove, 534-1251 (916) 534-0961
Shields, Ed Hunolt, Berkeley Marina, 848-7906
Santana 30, Elwood Hanson, Richmond Y.C., 841-7755 254-2607

I WANT TO CREW

I WANT TO CREW OCEAN

Louis Jurika, 32, M, lots, over 30, 445-7882 567-8261
Carl Pratt, 28, M, lots/little, over 30, (415) 332-2689
Joe Sharp, 45, M, lots/little, under 30, (415) 965-5100, 941-2201
Philip T. Parsons, 52, M, little, over 30, (415) 366-0882
Roland Swirsky, 33, M, lots, over 30, (916) 726-6270
John Bischoff, 28, M, lots, over 30, 574-4000 x4863 572-0360
Gary Proctor, 33, M, lots, under 30/over 30, (415) 457-2408
Ray Palmer/Courtney Clarkson, 40/28, M/F, lots, over 30, 433-0150 921-3610
Mike Alexander, 25, M, lots, over 30, (415) 456-3202 (415) 587-0681
Peter Gooch, 35, M, lots, under 30/over 30, (415) 456-5027
Joe Boone, 33, M, lots, over 30/under 30, 393-2812 641-9387
Steve Shidler, 30, M, lots, over 30, 543-1898 922-8303

I WANT TO CREW BAY

Robert Ruhloff/Irv Alpert, 30/28, M/M, lots, under 30/over 30, 548-2446 653-0220
Roger L. Potash, 35, M, lots, under 30/over 30, (408) 988-6761 (415) 854-1098
Vince Casalaina, 34, M, little, under 30/over 30, 841-8524
Jim Graham, 36, M, lots/little, under 30/over 30, (408) 727-2352 (408) 226-1287
Tom Karns, ?, M, little, under 30/over 30, (415) 453-3724
Ernie Rodriguez, 16, M, lots/little, under 30/over 30, (415) 924-3045
Russ Whitcomb, 46, M, lots, over 30/under 30, (408) 688-6028 (415) 938-2224
Donna E. Wynne, 32, F, lots, under 30, 956-7080 981-4574
Chip Edin, 37, M, little, under 30, (916) 363-8687
Steve Knudsen, 28, M, lots, under 30, (415) 582-0318
Wayne Aleshire, 31, M, little, over 30/under 30, 271-9404 351-8997
Barbara Jones, 32, F, little, under 30/over 30, 392-5280 387-9979
Robert & Ryan Spaulding, 35/15, M/M, little, under

WANT TO CREW — CONT.

30/over 30, 658-1261
Dave Hand, 39, M, little, under 30, 820-5637
Nancy Hine, 33, F, lots, under 30/over 30, 393-2000 (415) 383-8327
Dave Rose, 37, M, lots, over 30, (408) 245-4671
Becky Colglazier, 30, F, lots/little, under 30/over 30, 981-7340 x21 282-3360
Bob Gunton, 59, M, lots/little, under 30/over 30, (415) 493-9268
Tony Garrison, 25, M, lots, over 30, 865-5860
Dan Nelson, 35, m, lots, under 30/over 30, (415) 952-9250
Janice Ujihara, 37, F, little, under 30, (408) 446-4435

I WANT TO CREW BAY/OCEAN

Randy Dirth, 25, M, lots, under 30/over 30, 653-7932
Lisa Schoeberlein, 25, F, lots, under 30/over 30, 653-7932
Judith Gunton, ?, F, lots/little, under 30/over 30, 393-2439 731-3591
Bob Ledwell, 23, M, little, under 30/over 30, (415) 834-6484
Tom Hardiman, 23, M, little, under 30/over 30, 387-9853
Bruce Dean, 27, M, little, under 30, (707) 986-7678
Mark Sommers, 22, M, little, under 30/over 30, (415) 282-0566
Mike Myers, 37, M, ?, over 30, (415) 521-4189
Stuart Hockerman, 27, M, little, over 30, 595-2229 342-9857
Gil Smith, 35, M, little, under 30/over 30, (408) 224-1115
Ricardo S. Alexandre, 26, M, lots, over 30, (415) 968-8210 (415) 968-7380
Steve Allen, 34, M, little, under 30, (408) 737-2000 x135 (415) 368-0950
Sid Alpert, 33, M, lots, over 30, (415) 332-5782
Dennis Bassano, 16½, lots, under 30/over 30, (408) 475-6027
Lance Bartle, 24, M, lots, over 30, (415) 283-0519
Charlie Brabant, 48, M, lots/little, over 30, (415) 941-6937
Bob Bradley, 37, M, little, over 30/under 30, 854-5059
Joy Cantley, 24, F, little, over 30/under 30, 531-7439 834-4350
Dick Conner, 35, m, lots/little, under 30/over 30, 433-1060 525-5665
David Clark, 26, M, little, under 30/over 30, 334-5191
Dean Dietrich, 37, M, lots, under 30/over 30, (415) 854-5222 (408) 354-3976
Allyson Dredge, 18, F, lots/little, under 30/over 30, (415) 769-9414
Fred Fegley, 37, M, lots, under 30/over 30, (415) 776-7429
Paul W. Hornberger, 23, M, lots, under 30/over 30, 763-8151
Charles Jacoby, 54, M, little, under 30/over 30, 922-9416
Joe Huddy, 33, M, lots, under 30/over 30, (707) 642-3659

CREW LIST

WANT TO CREW — CON'T.

- Steven Woodall, 39, M, little, under 30/over 30, (415) 471-7806
Chris Kelly, 26, M, lots, under 30/over 30, (415) 983-1303 (415) 457-6517
Ed Kendall, 36, M, little, under 30/over 30, 655-6053
Bob Gelman, 35, M, lots/little, under 30/over 30, (415) 495-4130
Colette Pratt, 41, F, little, over 30, 383-2613
Kirk Kenebeim, 22, M, lots, under 30/over 30, (415) 525-8264
Ann E. Deaton, 24, F, lots, over 30, 567-4435
Louisa E. Sims, 25, F, lots, over 30, 567-4435
Randy Scheid, 32, M, little, under 30/over 30, (415) 881-5131 276-5297
Michael Horgan, 28, M, little, under 30, 654-8574 763-4209
Kent Rogers, 28, M, lots, under 30/over 30, 529-0298
Nancy Henkle, 22, F, lots, under 30/over 30, 228-6161
Owen P. Lurio, 44, M, little, under 30, 368-3992
Bob Little, 52, M, lots, under 30/over 30, (415) 362-0807
Charles Martin, 43, M, lots, under 30/over 30, (415) 368-3709
Steve Meyers, 31, m, lots/little, under 30/over 30, 622-5595 525-0379 845-7044
- Ken Passeri, 22, M, lots, under 30/over 30, (415) 341-9933
Jane Morlan, 32, F, little, over 30, 592-0979
Orlando Paz, 29, M, little, under 30/over 30, (415) 697-0440 (415) 591-7307
G. R. Potter, 35, m, lots/little, under 30/over 30, (408) 923-3272
Dick A. Workman, 38, M, under 30, 441-1111 388-4321
Margaret Woodford, 28, F, lots/little, under 30/over 30, 523-4388
Stu Yellen, 40, M, lots, over 30, (415) 857-8110 (408) 259-9122
Wayne Watkins, 39, M, little, under 30/over 30, 226-6821
Carl Treichel, 15, M, lots/little, over 30, (415) 851-8828
Ellen Sarbone, 30, F, little, under 30/over 30, (415) 622-6199 922-4430
Russ Squires, 48, M, little, under 30/over 30, 564-7867
Dan Robbin, 49, M, lots, under 30/over 30, 845-8494
John Platt, 30, M, lots/little, under 30/over 30, 494-6660 648-4259
Ward Johnson, 53, M, lots, under 30/over 30, 494-6660 858-2969
Becky Colglazier, 32, F, lots, over 30, 981-7340
- 282-3360
Terry Hensley, 37, M, lots, under 30, (408) 267-1866
Daphne Richardson, 43, F, lots, under 30/over 30, 845-0130 x393 524-9656
Dave Jones, 24, m, little, over 30, 863-2702
Ron Dore, 30, M, lots, under 30/over 30, 461-6347
Karl Day, 44, m, lots, under 30/over 30, (415) 785-5510 (415) 652-2541
Walter Keintzel, 26, M, lots/little, under 30/over 30, (415) 365-9927
Curt Lorimer, 15, M, lots, under 30/over 30, 482-5334
Douglas McNaughton, 28, M, lots, over 30 854-5212
Hugh Dickson, 36, M, lots, over 30, (415) 755-0588
Kelly Cuffe, 18, F, lots/little, under 30/over 30, (415) 359-0420
Harold Booton, 39, M, little, over 30, 332-9266

We'd enjoy hearing from those of you who have participated in this crew list. Are you getting on boats? Are you boatowners getting crew?

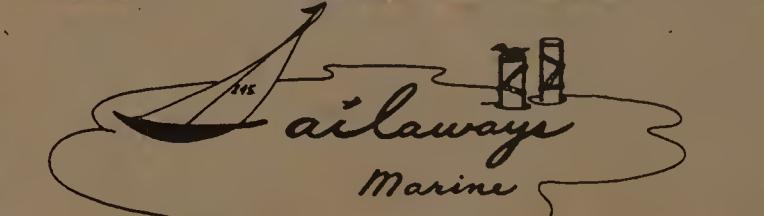
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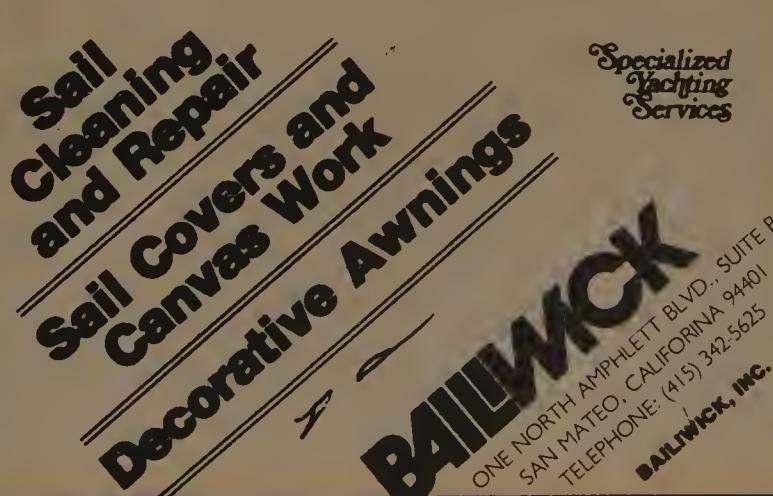
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PUERTO VALLARTA PEOPLE



The photograph on the right hand page is of a cobblestone street in Puerto Vallarta. It's not our nature to get mushy about too many places, but after three weeks of sailing this turned out to be one sweet little town. Romantic is a word that really fits. Jungle covered mountains to the east, the blue Pacific to the west, balmy nights, soft mornings, music playing everywhere . . . yeah, it was really fine.

In fact, if you ladies — or husbands — find that your spouse has gone out sailing and has never come back — well, this is the place to look.

For the sailor, Puerto Vallarta has some nice things to offer. For starters, it's one of the few places in Mexico people don't use the harbor as a giant garbage dump. There's also a nice anchorage that's free, and wonder of wonders in Tacoland, there are good berths that rent for about \$90 a month.

Provisioning is much nicer than almost anywhere else in Mexico, too.

Each morning the ice man comes down to the harbor with big blocks, a little later the coke and beer man comes, & you can get fuel brought down. Water is right there, too, although incredible percentages of people have been getting sick from P.V. water recently. So far the area has been immune to hurricanes — they haven't had one in the 70 years people have been hanging around. So, it's no wonder that sailors from everywhere — including northern California — flock to Puerto Vallarta. We'll have more on cruising in Mexico next month, but in the next four pages we'd like to introduce you to some of the bay area people we met during the few days we spent there.



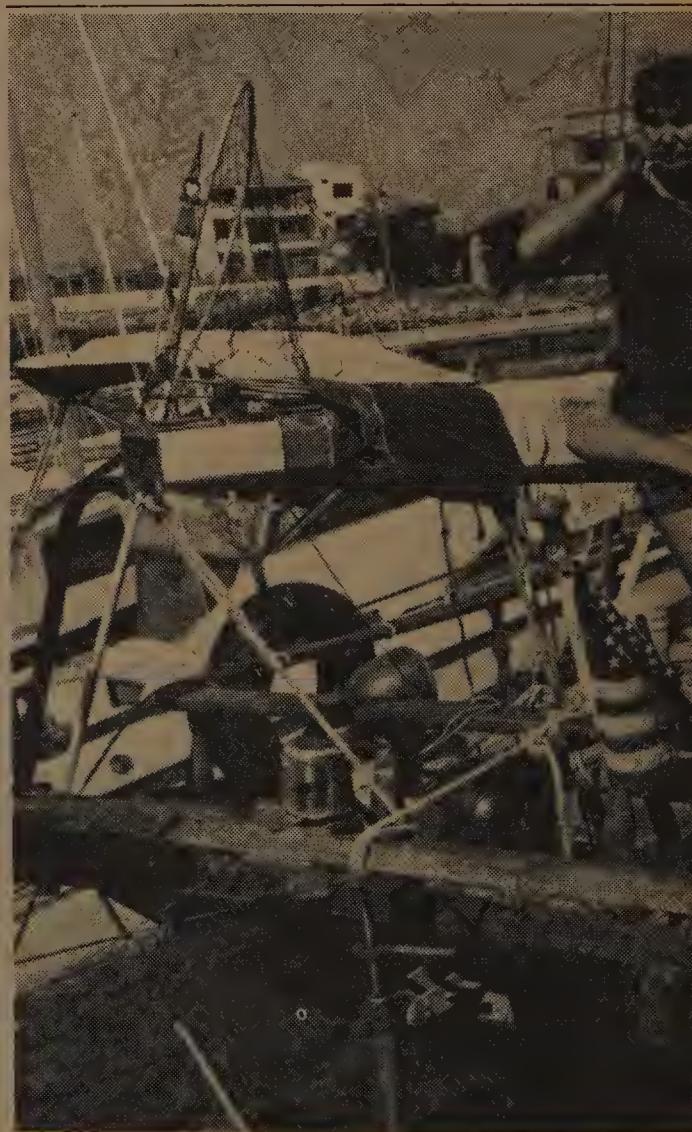
P.V. PEOPLE

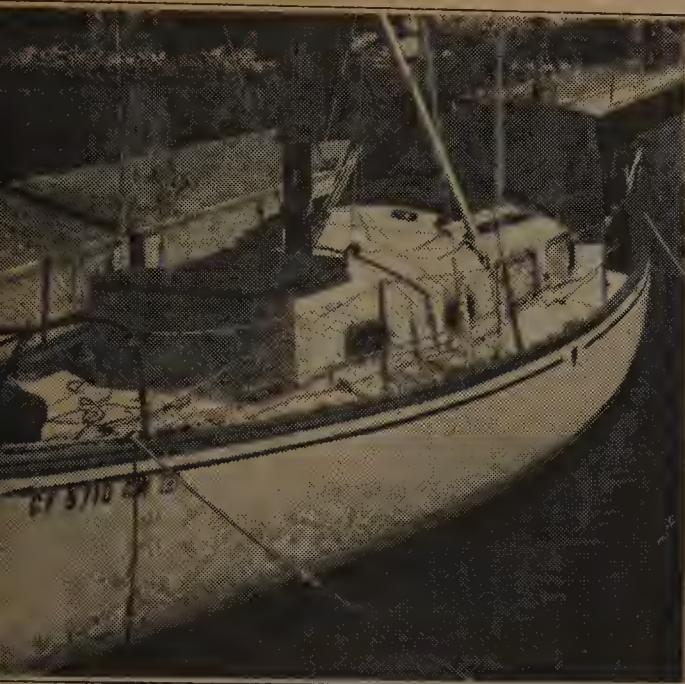


The folks at right are the Burgess family: Earl, Walter, Gregory, Amy, and Cindy. They left the bay area last July, spent two months in San Diego, and have since been slowly working their way down the coast of Mexico. Periodically, they pause to make extended trips into the heart of Mexico, and then continue on. Their plans call for doing the east coast in the spring and then crossing the Atlantic in the summer for some sailing in Europe and Greece.

Quo Vadis is a Garden Porpoise, one of the nine teak Porpoises built by Robert Fung in Hong Kong before his yard burned down. Earl would like everyone to know that the Fung Porpoises are vastly superior to the fiberglass versions that were later built in Taiwan — although he admits it is a struggle to get the family to keep the wood up. Originally, Quo Vadis was owned in a partnership and sailed to Hawaii in 1976. The Burgesses bought out the partner and brought the boat back to Vallejo and San Rafael to prepare for this trip. The former partner? He's cruising his own boat in the south Pacific.

Erik and Kay Peterson are one of the 'cruising couples' of Clipper Yacht Harbor Basin 2. Neighbors Bob and Gail Jensen are thundering through the south Pacific on their Columbia 50 "Si-moon" — for the third time. And it was their other neighbors, Max and Vera Zenobi with their Bounty II, "Maverick," who we were sailing with at the time these pictures were taken. "Maverick" is currently in Managua, Nicaragua, bound for Italy. Erik and Kay have been in Mexico on the 50-foot Spencer yawl, **Caprice** for a little over a year now. They liked Puerto Vallarta so much they even bought a condo there. The only bummer was their motorbike was stolen when locked to a lampost. Spring sailing plans call for a cruise up to Alaska.





We've been in Mexico twice now, and both times we've seen this Columbia 29, **Mayfair**, from Alameda. But we've never seen her owner, who we believe is **John Martin**. Maybe next time. We were told that "Mayfair," like 'Oregon Al's' Freedom 27 (see next page) spent the hot summer berthed at Puerto Vallarta while the owner went back to the states to make money to support his cruising habit. "Mayfair" wasn't the smallest boat in the harbor, that was a Columbia 26 out of Los Angeles.



The fellow above is **Bill Pierce**, and if the picture is a little spotty, it's because the ladies around here have been drooling over the photograph. Sharp readers will recognize that this is the same Bill Pierce with the Challenger 40 **Tan Tar A**, whose letter we printed in the November 1979 issue. At that time Bill was in Puntarenas, Costa Rica. When we saw him in Puerto Vallarta in November, he was in the middle of singlehanding his way back to Alameda, hoping to be home by Christmas. We were rushing to catch a plane when we snapped this photograph of Bill, and didn't get a good chance to talk to him.

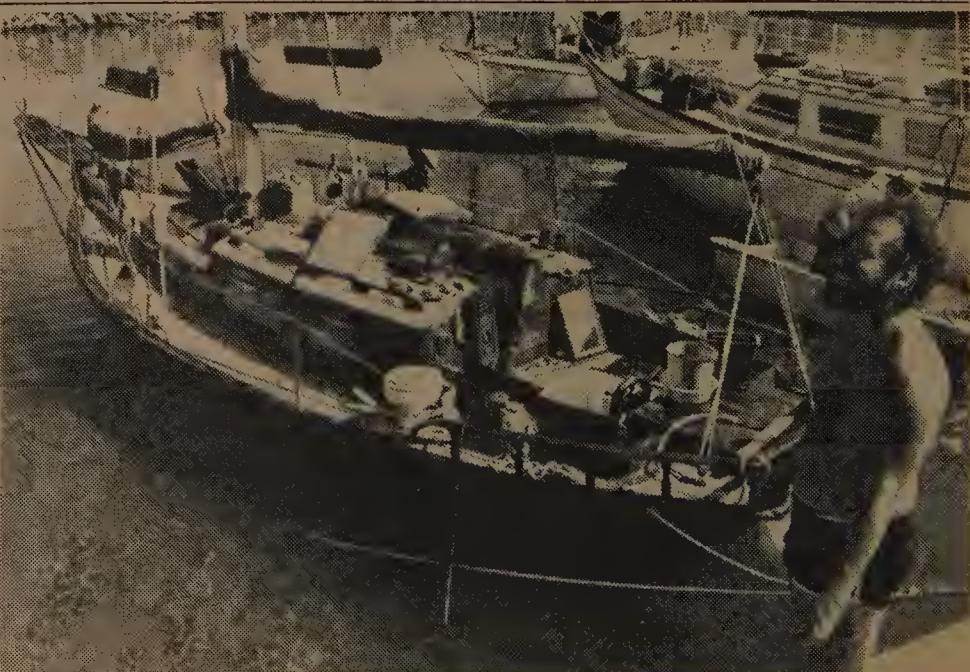
Bill, if you made it back, give us a call, O.K.?



Aldo Alessio is a familiar person to active yachtsmen in the bay area. He raced locally for many, many years, and was Commodore of the St. Francis YC in 1970. Last May, Aldo and another couple left San Francisco for a 6-month jaunt in the Society Islands on his Columbia 43, *Patricia*. Aldo said the boat made a fine cruiser and they had "a hell of a beautiful trip." The only problem was they didn't have a windvane and found the 12-hour watches a little tiring. Having an Aries shipped down to the south Pacific for the trip back solved that problem.

Aldo first came to Puerto Vallarta six years ago while helping Paul de Silva (see opposite page) sail his Cal 34 down. As of November, Aldo was living aboard his Columbia 43 in the harbor at Puerto Vallarta and looking for a place in town to retire.

At right is Al from Oregon, one of the many people we had seen last February in Cabo San Lucas and then again in November on the mainland coast. Al's been sailing alone and having a great time on his Freedom 27 cutter. Instead of spending the unbearably hot summer months in Mexico, Al got a berth in Puerto Vallarta for \$90 and returned to the States to refill his cruising kitty. When we left him, he was finishing winter cleaning and about to drift further south.



PUERTO VALLARTA PEOPPLE



Here's a couple of more faces that ought to be familiar to veteran bay sailors. That's Paul de Silva (left) and Jack White, standing on Paul's Cal 34, *Que Pasa, M.D.*? Paul was Commodore of the San Francisco YC in 1951, 1952, and again in 1960. Six years ago he and his wife Jenny moved here after investigating all the prime retirement areas in the tropics, and love it. Paul says, "We're looking forward to another 6 great years." Every September they drive their car north to San Francisco to "cut a few capers at the St. Francis," say hello to old friends, and pick up goods for the boat that aren't available in Mexico. Paul started sailing on the bay in the 1940's, sailing ICs for 12 years, and later moving to a Bear boat. After many years in his Bear, he raced and cruised for a solid year before deciding his Cal 34 was just right for him. Paul says the circuit from Puerto Vallarta is his favorite one. But the anchorages south of Puerto Vallarta are the best there are. Local sailing is great, on the north end of the bay after 1 p.m. you always get about 12 knots of wind. Ideal conditions to spend the best years of your life. If you're down in the harbor there, look Paul up, he's got a wealth of local sailing information and is eager to share it.

Paul's companion for the sail that day was Jack White, who was down visiting with his wife Carol. The White's used to own the beautiful bright yellow Concordia yawl, "Vintage", and that is still a familiar sight on the bay. They first came to Puerto Vallarta 25 years ago in a Beechcraft Bonanza, and now Paul is trying to con them into living there.

1979



Looking for Ireland.

We always thought sailing across the Atlantic during the summer might be a lot of fun. Now we know better. Louis Kruk, who recently made the trip on Jim Kilroy's 79-ft. *Kialoa*, described it as a 2,700-mile Glenn Waterhouse — which locals know as California's most bitter ocean race.

Highlights of the 11 day, 19 hour crossing were fog, rain, and drizzle. Not only were they highlights, they were constant companions, too. Air tempera-

tures were right out of an Eskimo Summer — frozen in the low 40's. The water temperature was a comparatively tropical 48 to 64 degrees. It was a long, long way, Kruk found, from the warm and naughty Antigua where he had last crewed on the sloop.

Kialoa was one of 16 boats from the U.S., Ireland, Great Britain, Canada, and Sweden competing in the Cruising Club of America's TransAtlantic Race. Most of the boats were destined for either Cowes Week or the Admiral's Cup, both of which culminated in the tragic Fastnet Race.

The TransAtlantic Race starts in Marblehead, Massachusetts and ends in Cork, Ireland, home of the world's oldest yacht club, The Royal Cork YC, founded in 1762. There is just one 'mark' in the race, *Point Alpha*, an imaginary mark at 44-00N 50-00W, which delineates the lower known limits of icebergs coming out of the Labrador Sea. Icebergs! Sheeeeeee . . .

During the first 9 days visibility was limited to between 100 yards and 1 mile, the boats relied heavily on whatever electronics they had. Getting only two sun shots in 9 days, *Kialoa* navigated with Loran C and Omega. One vessel actually got lost in fog and clouds and had to radio *Kialoa* for her position. This was grounds for dis-

Chow time.



PHOTO BY LOUIS KRUK



TRANSATLANTIC

There's lots of deck space on an 80-footer.



TRANSATLANTIC



qualification, but nobody had given the Greek freighter much chance of correcting out anyway.

Seemingly alone in the middle of the foggy Atlantic, the crew on *Kialoa* was regularly reminded of the joys of modern technology. Zooming along at 12 knots under spinnaker in a thick fog, *Kialoa* would suddenly be rattled by a resounding BOOOOOM!!!! The calling card of the Concorde. Slocum never knew what he was missing.

For all her sophisticated equipment, *Kialoa* does not have radar. *Ondine* does. Consequently *Ondine* sailed all the way across the Atlantic a mere two miles away from *Kialoa*, without *Kialoa* ever being the wiser.

When the sun finally broke through off Ireland, there was *Ondine*, just a mile and a half ahead — the match race to the finish was on. Well, sort of. The brisk winds that had brought them across the Atlantic had disappeared

with the fog, and it took *Kialoa* 16 hours to do the last 54 miles from the Fastnet Rock to Cork. But that was two hours better than *Ondine* and Kilroy's sloop corrected out first for IOR honors.

It was a happy homecoming for Kilroy, who lives in Los Angeles. His grandfather had emigrated to America from Cork, pictured above. One of the buildings in the above picture is Ron Holland's design office.

— LOUIS KRUK

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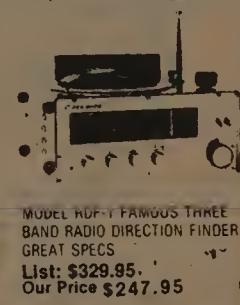
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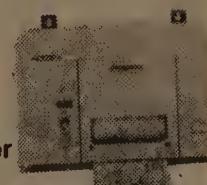
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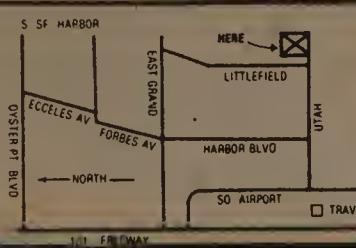
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INTERVIEW



PHOTO BY LOUIS KRUK

Ron Holland holding a "Kialoa" mug during the Transatlantic Race.

THE LATITUDE 38 INTERVIEW

RON HOLLAND

by louis kruk

In the preceding pages we ran a photo story of last year's TransAtlantic race. Ron Holland was aboard Kialoa with Louis Kruk, and Louis was able to record the following interview with one of the world's two most successful designers of ocean racers. Admittedly the interview is a little dated — anything in the IOR world seems to be after a year — but we thought you'd enjoy it anyway.

To date Ron's most famous design has to be Dave Allen's Imp. But there have been many others, including Golden Apple of the Sun, Regardless, and Impetuous — just to name a few that starred in the 1979 Admiral's Cup. Of interest locally, Dave Fenix's Pegasus is a Holland design, and so are a number of Swan 441's that are soon to appear on San Fran-

cisco Bay. Ron's biggest commission will be the new Kialoa for Jim Kilroy — as soon as someone ponies up the \$850 grand for the last one.

Ron is 32, and lives with his wife Laurel and two daughters in County Cork, Ireland. The inscription from Yeats that graced the transom of Golden Apple of the Sun is engraved in bronze at the entrance to his design office: *Though I am old with wandering / Through hollow lands and hilly lands / I will find out where she has gone / And kiss her lips and take her hands / And walk among the long dapple grass / And pluck till time and times are done / The silver apples of the moon / The golden apples of the sun.*

38: Ron, we have just completed a TransAtlantic race together on *Kialoa*, what did you think of it?

Holland: It was a very valuable experience. I have never sailed a big boat before like that. I went there sacrificing a rather heavy schedule here with the Admirals Cup commitment, but realizing that I needed that experience, and I think that we benefited from it.

38: Did you do a race like this for business or for sport, or a combination of the two?

Holland: I would say more for business to be really honest. We had the opportunity of two or three people talking to us about doing the big boats; the biggest boat we'd done so far is a 63-footer for the Around the World race, and we realized during the process of that boat that there was a lot to learn on this size of boat, and when the opportunity came up with Jim Kilroy, the owner/skipper of *Kialoa*, to go I took it for educational reasons. I could not afford to go for fun because of the heavy commitment to do the Admirals Cup.

38: You are probably one of the few designers who actually do ocean races, do you agree with that?

Holland: Well, Peterson and Frers to some extent, who I consider to be the main competitors in this game do go sailing, but not as much or in as diversified situations as I do. I mean, I have been fighting pretty hard to continue my involvement with sailing just because I think its really what got me to this standard of understanding yacht design as I do now and I think that without that, the chance of developing my yacht design talents further would be in jeopardy.

38: How did you get involved with *Kialoa*? Didn't you go to school with Bruce Kendall?

Holland: That's right. I actually wasn't at school with him, but we sort of grew up in the same area together, and were involved in the sailing scene at Aukland together so I have been personally in contact with Bruce throughout his involvement with both *Kialos* really, and the opportunity really came when I asked him whether it would be possible to do a

INTERVIEW

race on the boat when we have some pressure to do big boats ourselves.

38: Did you get any insights into the design of racing yachts doing a race like this?

Holland: Oh, very much so. I think you understand the implications of the effect of apparent wind for instance, one of the really important aspects of big boat sailing which is far more relative to a boat like *Kialoa* than it is to the other 40 or 50-footers that I have been working with. Other very important areas are just how the boat is handled, the gear, handling of the big sails and the rig. It is a practical experience that you can't learn from reading about it or seeing it on a desk.

38: Do you have any plans for designing a maxi-boat?

Holland: Well, we have the opportunity, not for a sophisticated racing boat, but for charter boats, which is why I made the effort to go on *Kialoa*, but of course, now with the opportunity to do the new *Kialoa*, all our efforts and organization will be slightly oriented to doing as best a job as we can on the new project.

38: This new project is going to be made out of something other than aluminum, isn't it?

Holland: Yes, well, I think that Jim is really receptive to the whole development of ocean racing, and the yachts that go with it. I think we have had great success with new composite materials which have been developed relatively recently, at least as far as being used in ocean racing. Alloys are a nice, clean and simple way to build an ocean racing yacht; there are no two ways around it — you get excellent rigidity and strength with an alloy structure, in a boat of *Kialoa*'s size, but I think that there are certainly potential advantages with using the new composite materials which relate to high strength fibreglass, Kevlar and Carbon fibre. A relevant example is that Lear is doing a composite production aircraft at the moment, as opposed to doing the new aircraft in alloy. The aircraft industry is pursuing these materials, and I think we have to look rather closely at it for our yachts.

38: You are a New Zealander making your home in Ireland, what brought that about?

Holland: It was sort of an accident. The first boat I designed under my own name won a world championship in England, and the publicity generated from that success encouraged a couple of Irish guys to invite us over here to talk about doing a boat. My wife and I came over for a weekend



PHOTO BY LOUIS KRUK

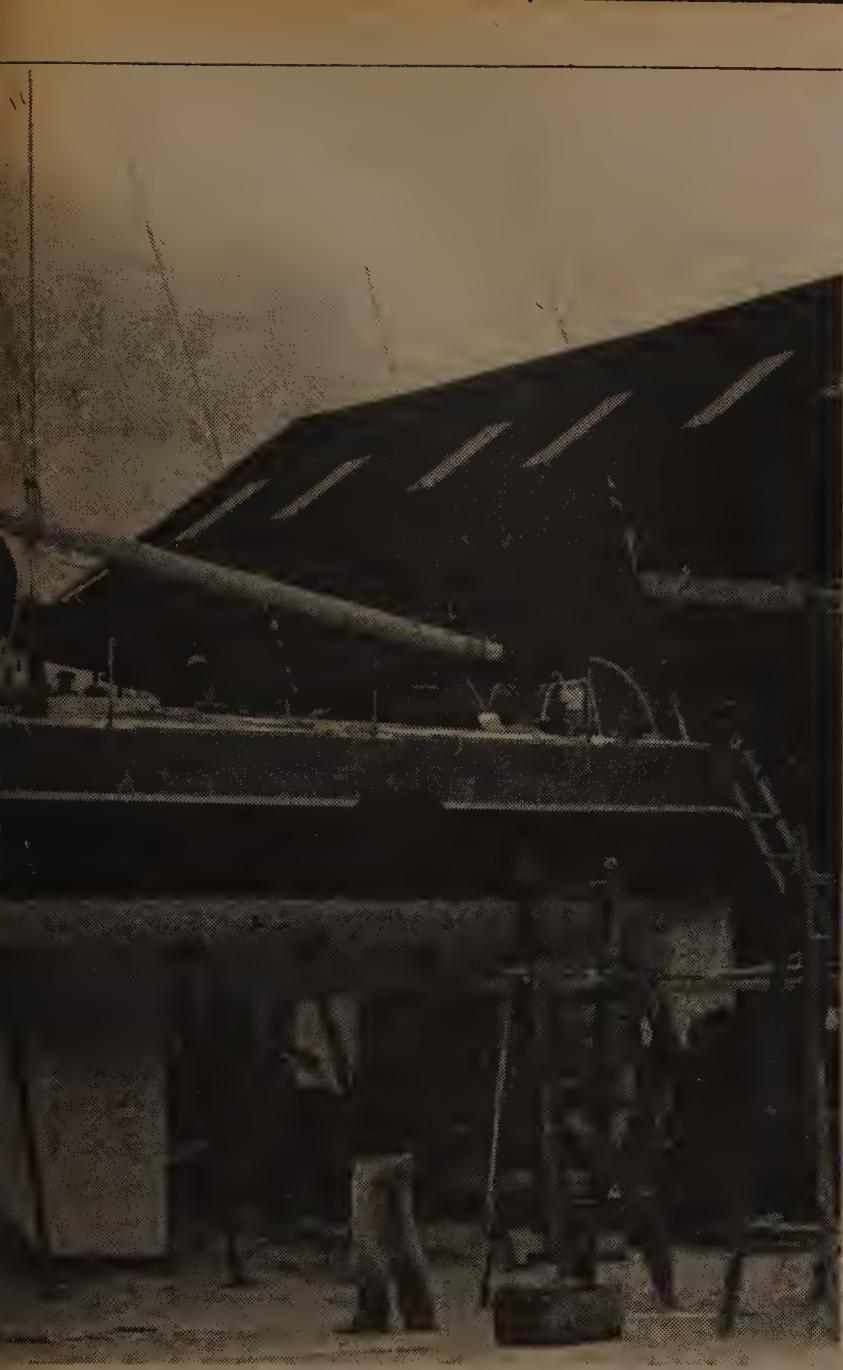
and fell in love with the place, and that coincided with the commission for this Irish yacht, and we had nothing else to do, so we decided to stay and work on this particular boat; it turned out to be a success and design orders came in and there was no need to move anywhere else.

38: Is it beneficial to be a designer in Europe rather than in New Zealand or the U.S.?

Holland: Well, I would say that commercially, probably the best place is the U.S., if you want to look at it from a purely commercial angle. But the whole thing is so geographically oriented. We are designing boats in Japan, South Africa, Singapore, Finland; what I am saying is that it doesn't matter where you are — if you are near an airport and have a reasonable line of communication, you can work almost anywhere, and I think we have an advantage being a bit isolated. It's hectic enough here, and if we were in New York or London it would be impossible.

38: You utilize an aircraft in your organization; what type is it?

Holland: We have a Cessna 402 which is the second aircraft we've had. We've been doing it for about a year, and for



Irish Admiral Cupper "Golden Apple of the Sun"

the European operation, it's very beneficial. Most of the boatyards we have been working with are in relatively isolated areas, and travelling from Ireland to those yards takes rather a long time. The aircraft is hard to justify from a financial aspect, but it is very easy to justify from a time aspect. We also have it chartered to local companies and things like this, so we are not suffering the total capital outlay ourselves.

38: What got you started in yacht design?

Holland: I think the chances of being involved in boats generally in Auckland, New Zealand, are very good as shown by the large percentage of the crew of *Kialoa* are from that area. In Auckland, New Zealand, it's sailing in the summer and rugby football in the winter, and all the kids play boats. That's really basically how I got involved and I just had an artistic flair, and I played boats, and that's the combination you needed to get interested and involved in yachting design.

38: Do you have any educational background in design?

Holland: Not really. I left school and served an apprenticeship as a boatbuilder and there was some night-schooling on the basics of design, but I learned most of it by talking to yacht designers and looking at their work, and then having

the opportunity of working for Gary Mull and Charlie Morgan in the States.

38: You mentioned a boat under your name that started your career, what was that?

Holland: Well, the first boat I did was a quarter-ton called *Eygthene*. It's a Kiwi sling-off on how Kiwis say eighteen, it goes like "Eygthene mate." It was our quarter-tonner which rated 18-feet. The next boat was *Golden Apple* which caused a big impact on Europe, and that enabled me to get going.

38: Wasn't *Imp* a big milestone in your career?

Holland: It certainly was. It was sort of after three years of working I had the opportunity to do *Imp* and her success certainly solidified our reputation internationally.

38: In the 1977 Admirals Cup, how many boats were from your designs?

Holland: I think six or seven.

38: Didn't one of your boats win the Admirals Cup?

Holland: We won it with *Imp*, and I had four boats in the first six places, so it was rather a solid success factor. This year we've got sixteen boats, so I hope that we can even improve on that.

38: How many countries do those sixteen boats represent?

Holland: Eight countries.

38: You must have more boats entered than any other designer in this year's Admiral's Cup, is that so?

Holland: No, I think Peterson has one or two more.

38: How many of your designs, actual drawings have been built?

Holland: Well, it's complicated because we sometimes build more than one boat off a set of drawings, and certainly with production boats many are built off one set of drawings. Butch [Dalrymple-Smith of Hollands design team] put it into perspective a few months ago, when he calculated that last year we'd had more than one boat a day launched; if you counted all the one-off boats and production boats, we have about 370 boats launched in the last year. We are up to about design number 75 or 80 at the moment, so they are the design projects; some of those are production boats and some are one-off. Some have been one-offs with more than one boat with small variations.

38: It was mentioned that you have designed more boats than any other designer in history, including Olin Stephens, is

INTERVIEW

that true?

Holland: Certainly nowhere near! Nowhere near the amount that S & S have done, and other guys who are relatively unknown, designers from the ocean racing world Pele Peterson I would say, for instance, a production boat designer/builder in Sweden has thousands a year launched, so we are nowhere near that league, because we have been specializing in custom one-off racing boats basically.

38: What Ron Holland designs are being done on a production basis?

Holland: The most important is Nautor, a Finnish company, who are considered to be the best production boat builders in the world. They have got about three of our designs in production at the moment, and there are two more being planned. We are working with companies in England like Camper-Nicholson, which is a pretty well established organization. We are doing production boats in South Africa, Australia, Japan, France, Italy, and Finland. It's growing all the time.

38: What production boats are in the United States?

Holland: Well, we really have no production boats in the States. Our contract with Nautor prohibits us from really doing that, in boats at least over 36-feet. Under that we have some small boats with Kiwi Boats, in Florida, half/quarter tonners, but essentially, we haven't developed that side of our market at all yet.

38: The Swan line, is that Nautor?

Holland: Yes.

38: Which of the Swans in the United States are your designs?

Holland: We have 39, 441 and 371, which is a new one that is just coming out.

38: Kiwi Boats in Florida is building a production mini-ton of yours. How is that project going?

Holland: Well, it's been going on a small scale. Kiwi Boats is essentially a one-off organization, and they haven't been, if you like, marketing these boats as effectively as a more production-oriented organization would have done. The boats are beautifully built to very exacting standards inherent in their one-off boat work, and I think that that little boat will have a long life as a day sailer, racer type boat. There is a development of that boat, built in France, that has just won the Spanish selection for the mini-ton cup, and we expect to have a good chance of winning the mini-ton cup in Spain this year with that particular boat.

38: Is it, in fact, the only true production mini-ton in the world?

Holland: At one stage a couple of weeks ago, due to the change in the IOR rule on the minimum stability standards in Spain there are eight or nine production boats being built for the series this year, and ours was the only one that qualified in this SV category. Now a couple of other manufacturers have gotten it organized, developing their boats, but it has been quite difficult for all the mini-tonners to achieve the required stability that the new rule asked for.

38: What is it that is characteristic about your designs?

Holland: That's a tough one, really. I think that all the boats are essentially simple boats. We are utilizing dinghy philosophy in as much as the keels are separated from the hulls. Mostly our boats vary, if you like, only in detail to the other competitive designers, because of the restrictions by the IOR. The boats all have to have similar characteristics, and I think our development relates to small combinations of variations within the limits of the rule, or, if you like, an understanding of how to take advantage of the rule to achieve the best sail area, length and displacement relationships.

38: Ron, at your young age, how do you account for your success?

Holland: I think it's a combination of talent and luck — I don't know in what order, but right now, it's mostly hard work. We are working really hard here and sacrificing all our personal lives and everything to do it. I think our output for the size of the organization and the effort we put into the designs is rather extreme, and how long I can continue this effort is a question. In the beginning it is a talent and a flair I think, and being in the right place and the right time to secure the order for a boat that is successful. Right now its just hard work keeping track of the development, and keeping the output of the boats high without any conflict with their ability to win races.

38: What are your aspirations and plans in the design business?

Holland: I know it sounds curious, but I don't actually have any at the moment. Just at the moment we are looking forward to the opportunity of doing a maxi boat, which is the most important design we have probably tackled, and to continuing our success with Admirals Cup type boats. Also, we would like work on cruising boats, which would be something new for us — something which requires just as big an effort, I believe, as the racing boats.

38: Would a 12-Metre be somewhere down the line, do you think, after the maxi boat?

Holland: Well, I suppose psychologically that is considered to be the ultimate race boat, and there have been mumbles in the wind from different European syndicates, about increased 12-Metre activity, I think maybe eventually we may have the opportunity of doing that. We will only take it if we think that all the combinations of organization finance and everything are correct, because it is much more than just a design contest, it's an organizational contest. Certainly it probably has to be the next step after producing a maxi boat.

38: And the maxi boat will be the new Kialoa, right?

Holland: Right.

38: Did you get any other maxi boat possibilities as a result of this race?

Holland: No, nothing positive.

38: Ron, it was beautiful racing and socializing with you.

Holland: It was a real pleasure. It was fun and I had a great time. It was the highest standard of crewing, and the best crew with which I have ever sailed.

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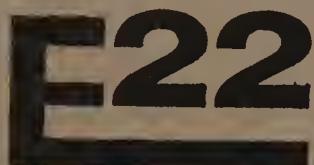
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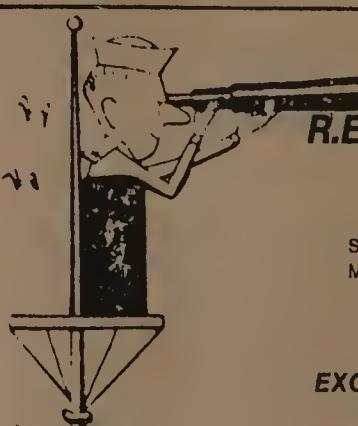
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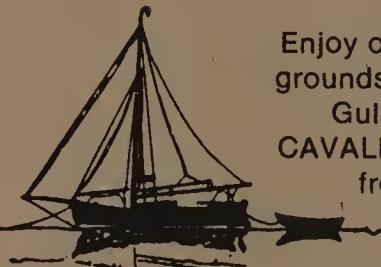
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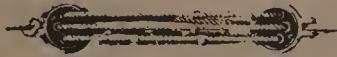
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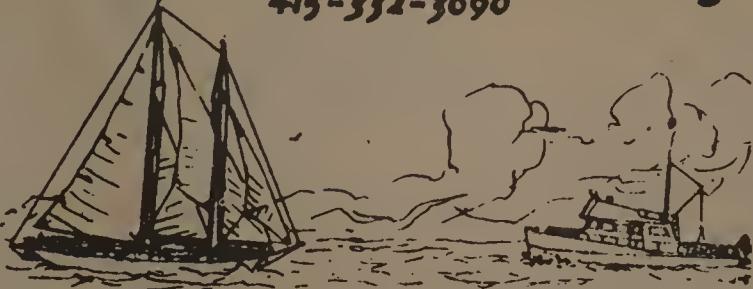
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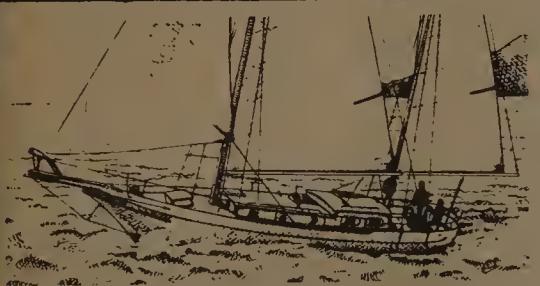
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30' Islander MK II.....	only 23,000
30' Nichols "America".....	a buy at 16,000
29' Columbia MK II, full keel.....	only 17,500
28' Triton, dsl., A1.....	asking 18,500
27' Vega, full keel.....	21,000
26' Excalibur.....	asking 8,800
26' Clipper, with trailer.....	8,900
25' Coronado, new eng., A1.....	8,900
24' Gladiator, full keel.....	6,500
23' Ranger, full race +.....	9,950
23' Ericson.....	5,500
22' Catalina.....	5,500
21' Aquarius, with trailer.....	6,000
20' Cal.....	asking 4,500



32' VANGUARD. Diesel Powered, 9 Sails, Aries Vane, Dodger, etc. Cruise Ready..... \$36,500



30' CAL. Full Keel Cruising Sloop. Top Shape.... Try \$21,000



36' ISLANDER. Diesel, Aries Vane, 7 Barients, Dodger, New Upholstry, VHF, etc..... \$47,500

Dealers for:
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Yacht Sales

SKIPPERS

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IN THE BAY AREA
Select Brokerage Listings

61' COLIN ARCHER KETCH.....	\$ 95,000
60' BURGER CENTERBOARD YAWL.....	.250,000
53' SKOOKUM KETCH.....	.100,000
52' CHINESE JUNK.....	.89,500
48' STAYSAIL SCHOONER.....	.47,500
48' MAPLE LEAF AUX. CRUISING CUTTER.....	.175,000
46' FRANZ MAAS LITTLE HARBOR YAWL.....	.110,000
45' ROSBOROUGH.....	.65,000
44' PETERSON.....	.115,000
43' WESTSAIL.....	.2 from 120,000
41' PIVER TRIMARAN.....	.41,000
41' BENNETT KETCH.....	.47,500
41' CT.....	.2 from 75,000
40' CHALLENGER.....	.89,000
40' STONE KETCH.....	.19,000
40' NEWPORT KETCH.....	.55,000
40' HANG NEYH KETCH.....	.27,500
39' COLUMBIA-CUTTER RIGGED SLOOP.....	.59,995
38' ALAJUELA.....	.90,000
38' FARELLON CLIPPER.....	.36,000
37' O'DAY.....	.60,500
37' GULF STAR.....	.85,000
37' IRWIN MARK II KETCH.....	.55,000
37' FAIR EAST GARDEN.....	.52,000
36' WESTERN PACIFIC CLIPPER.....	.78,500
36' CHEOY LEE CLIPPER.....	.67,500
35' CHEOY LEE LION.....	.35,000
35' ERICSON.....	.44,000
33' MORGAN O/I.....	.45,000
32' CHEOY LEE.....	.39,500
32' PEARSON VANGUARD.....	.36,500
32' ISLANDER.....	.27,500
32' STEEL SLOOP, aft cabin.....	.35,900
32' WESTSAIL CUTTER.....	.49,500
32' CLIPPER MARINE.....	.21,500
32' BUGEYE KETCH.....	.5,000
32' STEEL SLOOP, aft cabin.....	.35,900
32' HERITAGE MARINE.....	.33,000
30' RAWSON.....	.3 from 25,000
30' ISLANDER.....	low price 23,500
30' FAIR EAST H-30 KETCH.....	.25,000
30' ERICSON.....	.22,500
30' ALBERG.....	.25,950
30' COLUMBIA.....	.5,000
29' COLUMBIA MARK I.....	.21,750
29' ISLANDER.....	.2 from 19,750
29' TRINTELLA.....	.24,500
28'6" PEARSON TRITON.....	.16,900
28' PEARSON.....	.29,500
28' STONE MOTORSAILER.....	.15,000
28' BUCCANEER.....	.10,500
28' KINGS CRUISER.....	.8,500
28' COLUMBIA.....	.13,500
28'7" COLUMBIA, 8.7.....	.44,000
27' DUFFIN KETCH.....	.8,500
26' NORDIC FOLKBOAT.....	.2 from 7,000
26' ERICSON.....	.11,900
26' ROY NELSON MOTORSAILER.....	.10,500
26' COLUMBIA MARK I.....	.10,500
25' PACIFIC SEA CRAFT.....	.15,990
25' B. SEA HORSE YAWL.....	.14,500

25' PETERSON 2-25.....	.20,000
25' TRIMARAN.....	.6,400
25' STEPHENS GOLDEN GATE.....	.5,500
25' DEBUTANTE.....	.3,900
25' CAPE DORY.....	.14,700
25' CHEOY LEE.....	.9,000
24' BRISTOL.....	.3 from 11,900
24' SAN JUAN.....	.17,000
24' 7' SANTANA 1/4 TON.....	.13,900
24' ISLANDER BAHAMA.....	.2 from 6,000
24' COLUMBIA CONT.....	.4,000
24' FARR 727.....	.16,500
23' BEAR.....	.2 from 4,400
23' COLUMBIA.....	.6,950
23' S2 7.3.....	.14,900
23' COASTER.....	.7,700
23' MAYA.....	.8,500
23' CLIPPER MARINE.....	.7,000
23' ISLANDER.....	.5,500
23' KELLS COASTER.....	.7,700
23' NEWPORT VENTURE.....	.6,500
23' BEAR.....	.2 from 4,400
22' BRISTOL.....	.7,400
22' SANTANA.....	.6,000
22' COLUMBIA.....	.5,000
21' ISLANDER.....	.5,800
20' SANTANA.....	.4,500
20' CAL.....	.6,100
20' PETERSON MERMAID.....	.4,000

Formosa 35' Ketch



New at our Alameda Sales Dock: Formosa 35' Ketch. Her 11'3" Beam, 4,000# Ballast, & 4'5" Draft make the 35' Formosa Ketch a stable & comfortable cruising ship. You will fall in love with the hand-rubbed hardwoods & brass, as well as the room to move about freely. Ideal for entertaining or living aboard. Comes equipped with 25 H.P. Volvo Diesel, Hot Water Shower, and Much More!! Designed by Angeman & Ward. Base price: \$49,500.

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Cityachts

SAIL — SELECTED LISTINGS

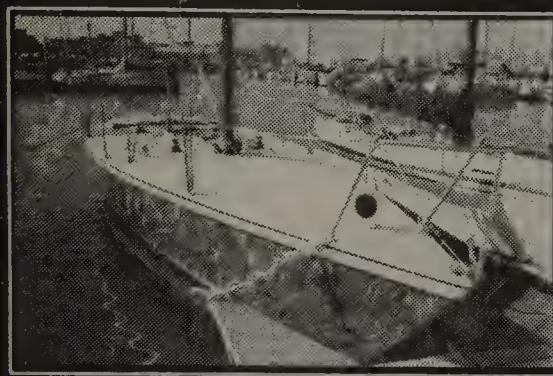
20' Cal	\$ 7,000
22' Columbia	6,500
23' Kels Coaster	7,700
23' Bear	6,495
23' Bear	7,150/offer
24' North Star	from 15,000
24' San Juan	16,500
24' Cal T/4	11,900
J24 S.F. berth included	16,900
25' Peterson	16,000
25' Peterson	17,500
25' Peterson	19,900
25' Coronado	6,900
25' Santana	15,500
25' Bahama	11,500
25' Jr. Clipper	7,850/offer
26' Columbia	12,000
26' Ranger	13,000
27' Santa Cruz	20,950
27' Cal	15,000
28' Tai-Pan (Cheoy Lee)	29,500
28' Hawkfarm	26,900
29' Ericson	26,500
29' Cal	29,000
30' Burns ½ Ton	39,500
30' Islander MK II	31,500
30' Cal 3/30	41,800
30' Scampi	29,500
30' Knarr	13,200/offer
30' Knarr	11,000
30' Dragon	6,000
30' Pacific	12,500
31' Wylie	29,900
32' Columbia Saber	8,500
32' Holman Cruising Sloop	39,900
32' Norway Motorsailer	39,500
32' Traveller	49,500
32' 5.5 Meter	7,250
33' Motorsailer	59,000
35' Alberg	37,500
36' Islander	offer
36' Lapworth	30,300
36' Farr One Ton	61,500
37' Tartan	53,500
38' Alajuela	94,000
38' Faralone Clipper	45,000
40' Cheoy Lee	67,500
41' Tartan ("Regardless")	109,500
43' Meter Sloop (SS "Yucca")	29,500
44' Peterson	115,000
45' Steel Yawl	110,000
47' Steel Ketch	95,000
50' Offshore Sloop	220,000
55' Stuart Ketch	170,000
57' Sea Lion No. 1 Ketch	150,000

We have more buyers than listings and would appreciate the opportunity to serve you, we need more listings! It's our business to make your boat buying, selling & ownership a pleasure & have been doing so for the past 10 years.

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PETERSON 25. Custom, 9 sails, Barents, Excellent Race Record. Offer



31' CUSTOM WYLIE. Beautiful Natural Wood Finish, Diesel Inboard. Inquire



ERICSON 35'. Swift, luxurious performance cruiser/racer in beautiful condition. Inquire.



RIVA 34' PORTOFINO. Quality like no other, twin dsls., showroom condition, less than 100 hrs. Replacement — \$190,000. Asking \$119,000/offer

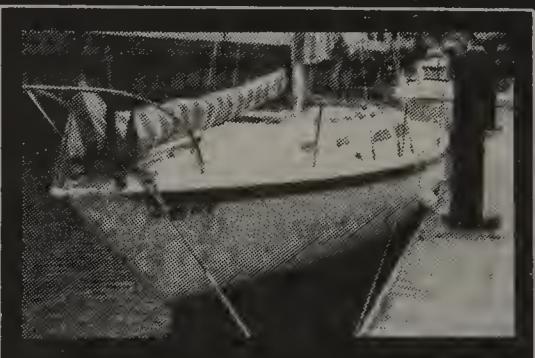
Paul Kaplan, Christine Kaplan,
Mary Jo Foote



TARTAN 41'. "Regardless", a rare find and ready for racing or cruising. Call for brochure or appointment.



HAWKFARM 28'. Active Bay Area One-Design. Superb condition, race ready. \$26,900



ERICSON 29'. Excellent condition, equipped for cruising. Comes with Marin berth. \$26,500



60' STEPHENS. Twin Diesel, Excellent Condition, Professionally Maintained. A Steal at \$140,000

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25 lb.	\$126.00
35 lb.	\$156.00
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The U.S. made version of this windlass costs
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THAT OLD FIBERGLASS GEL COAT LOOKING TIRED?

See us at our San Rafael yard for a linear poly spray job that will be tougher than gel coat and cost less. Call Mike Galmukoff at **(415) 453-0434** for a quote.

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We have a new way of buying this best of all yacht braids, enabling us to give you really great prices.

1/4"	16¢/ft.
5/16"	20¢/ft.
3/8"	29¢/ft.
7/16"	34¢/ft.
1/2"	45¢/ft.

SPECIAL VALUES

SUBJECT TO PRIOR SALE

1 used extra long shaft Fiat h.p.....	\$ 550
Mint condition Hamilton chronometer.....	1500
Seagull, new condition long 5 h.p.....	.555
Used hi-Seas dsl. heater.....	175
9.8 h.p. outboard.....	350
QME vane.....	140
12v power windlass.....	175
Antique mahog. & china folding basin.....	500
1 only - 40 lb. West Coaster Anchor.....	40 ea.
3 wire No. 10 30 amp Shorepower Cable.....	.75¢/ft.
5 HP Seagull.....	175
5 HP Evenrude.....	275
Power winch, used.....	100
Power winch, new.....	180
MKII Steering vane.....	300
Metzeler Brigant, new.....	1150
Silva Compasses, new.....	47

SELECTED BROKERAGE

50' Hudson Ketch: "Force 50". This boat has an inside steering station & a 120 hp dsl. She is well equipped & makes an ideal charter vessel. **\$115,000**

44' Peterson Cutter: A very popular cruising boat with excellent accommodations & a good turn of speed. She makes a good liveaboard and is equipped for world cruising with Perkins dsl., self-tailing winches, complete electronics, aux. generator, self steering gear & much more. A real bargain at **\$115,000**.

37' CT Cutter: One of the best outfitted CT's we've seen. She has a Sparcraft tapered mast with U.S. rigged and internal halyards, 10 Lewmar winches including 3 speed 48's, Dodger, steering vane, windlass, hot & cold pressure water, cabin heater, etc. etc. Only **78,000**.

33' Constellation: The best looking and best sailing 33' boat on San Francisco Bay. We know because we had her designed & built. She is also the most expensive. One look & you'll know why. One sail & you'll want to buy. Check with us about lease-back or charter possibilities. **\$86,000**.

40' Atkins Pilothouse Cutter: A no-nonsense cruising boat built of cedar on oak. Built in 1968, she's in excellent condition & will withstand a most rigorous survey. Some of her best features are an aft cabin, a real engine room with a 4-107 Westerbeke, & a pilothouse with inside steering. Nothing else compares at this price. **\$55,000**.

Cal 36: Equipped with depth sounder, wind speed indicator, knotmeter, apparent wind indicator, V.H.F., 9 Barients, 6 bags of sails. High aspect ratio rig. New low price - **\$38,500**

Cal 34: This popular bay class racer/gruisher has been maintained & equipped to the highest standards. Complete Signet instrumentation, Modar V.H.F., 8 winches, 7 bags of sail. Owner is anxious to sell - **\$34,500/offers**.

33' Vanguard: We have two of these stoutley built Phillip Rhodes design sloops. One is immaculate with every conceivable piece of equipment for **\$35,000**. The other is well equipped in average condition for **\$28,000**. Both are excellent values & good investments.

Traveler 32: We also have two of these traditional looking Philip Rhodes designed double enders. Unlike some of her look-alikes, Travelers are noted for their performance. They have a lofty cutter rig and an hour-glass shaped underbody with a cutaway forefoot. These boats are built by Rawson in Washington to the highest standards. Asking price starts at **\$49,500**.

Cal 29: We have three of these roomy & fast 29' boats. One is full race equipped with 14 bags of sails, one is moderately equipped & set up for living aboard, and one is a 2-29 with dsl. & wheel steering. All are excellent buys starting at **\$27,500**.

Cal 40: READY FOR SINGLEHANDED TRANSPAC!! Perkins dsl., Barient winches, Dodger, steering vane, liferaft & 21 bags of sails. **\$58,000**.

If you are thinking of selling your boat or actively trying to do so, please consider listing it with Wave Traders. The Brokerage Service is structured to protect you and to get results.